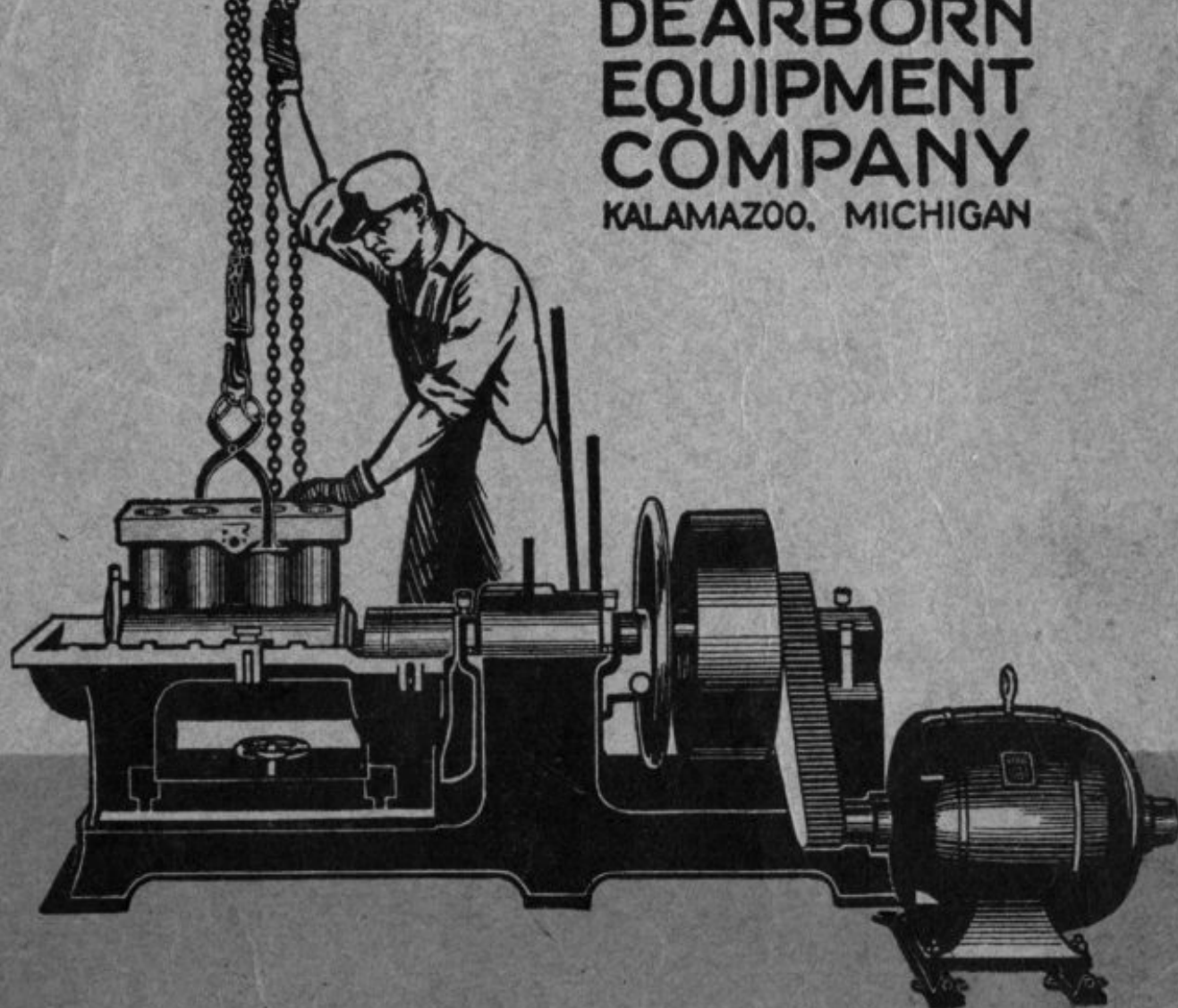




SERVICE STATION EQUIPMENT

DEARBORN
EQUIPMENT
COMPANY
KALAMAZOO, MICHIGAN



DEARBORN

Service Station Equipment

Catalog Number 103

1 9 2 5



DEARBORN EQUIPMENT COMPANY
Kalamazoo, Michigan

Dearborn Equipment Makes Good Friends



FOREWORD

THE consolidation over a year ago of the Service Station Equipment Co. of Chicago, Illinois, with the Dearborn Equipment Co. of Kalamazoo, Michigan, enables us to offer in this catalog No. 103, the most complete line of High Grade Garage and Service Station equipment possible to obtain.

Good Equipment Spells Profit

The tools listed herein make it possible for the smallest Garage or Service Station to use factory methods, when remanufacturing and repairing cars; also for the Motor Car Dealer to increase his shop profits from the Flat Rate System, and guarantee efficient service and complete satisfaction to the Customer. Real profits can readily be demonstrated to the Service Station Owner through the time saved on all operations in servicing an automobile or truck.

These tools have been developed by our engineers through years of experience in the design of Service Station Equipment and by close co-operation with the engineers, and service departments of the leading motor car manufacturers. All equipment is thoroughly tried and proven satisfactory in actual shop practice before it is permitted to leave the factory, and is fully guaranteed as to quality of material and workmanship.

New Items and Improvements Added

It will be noted that a number of new items have been added to our line, since Catalog No. 101 was issued, and that many of the old items have been improved. The majority of tools are fully protected by patents.

In order to avoid delays, costly errors, and misunderstandings, and to enable us to give you efficient service, we respectfully ask that the following instructions be carefully noted:

Orders

1. Always specify tool symbol number, and description.
2. When ordering electrical equipment always advise specifications of motor required.
3. State on order whether shipment is to be made by freight, express, or parcel post. When shipping instructions are not given, we reserve the right to ship best way.
4. We will not assume any responsibility for damage or loss of material en route. All shipments are made F. O. B. Kalamazoo.

Return of Tools or Parts

1. Equipment that proves defective may be returned to the factory for full credit only after a written notice has been forwarded, and acknowledged by the factory.
2. When it is desired to return equipment because of refusal by customer, or for any reason other than defective material, authorization must be obtained from the factory **before shipping**, and in cases where authority to return has been given by the factory, credit will be allowed, less 10% handling charges and cost of transportation.

DEARBORN EQUIPMENT COMPANY
KALAMAZOO, MICHIGAN





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Why Burnish Bearings?

THE employment of alloy steel in the manufacture of automobile crankshafts with the subsequent greatly reduced surface area afforded the bearing, necessitated radical changes in the bearings themselves in order to increase their durability and efficiency. Three factors were of vital importance to obtain this result:

1. The bearing metal must be of such a nature that it would resist an increased temperature before softening or becoming plastic.
2. The bearing surface must have a high polish to reduce friction to a minimum, and insure a perfect and unbroken oil film between crankshaft journal and bearing.
3. The journal and bearing surfaces must be exactly parallel for their entire mutual length.

Crankshaft Bearings Demand Burnishing

The first condition was met by the adoption of alloys in bearing metals, such as babbitt which is recommended either as a complete bearing, or in a shell of bronze. The lead content has been reduced from a major proportion to practically a negligible quantity. The most satisfactory babbitt is now composed of approximately 86% tin, 7% antimony, and 7% copper.

The second and third factors are possible to obtain **only** by the employment of Burnishing Machines, and practically all manufacturers of automobiles, which do not use the force-feed lubricating system for main bearings in their motors, use the Burnishing process at their factories to obtain efficient, accurate and durable bearings.

Hand Method Obsolete

It can readily be seen that it is even more important for the Garage or Service Station to employ the Burnishing method, when overhauling a motor, because a used crankshaft may be perfectly good for replacement in the motor, except that the journals are tapered. Burnishing is the only method whereby exact conformity of the bearing with the journal may be obtained. Align-reaming, hand-scraping, or boring will not produce a perfect bearing, or insure that the journal and bearing surfaces are parallel for their entire mutual length.

Burnishing also performs two other important functions, which it is not possible to obtain with any other method. It packs or increases the density of the babbitt, by bringing same to a plastic condition, thereby making the bearing surface harder and more durable. It also insures that the bearing will be securely anchored in the motor block.

Burnishing More Durable

The latter function is of particular value, because the present practice of re-babbitting main bearings, does not include any pre-heating of the bearing seats, and the slightest dampness, or oil left in the anchor ports causes a vapor to be formed upon the sudden application of molten babbitt to the cold block, and this vapor is conducive to a loose bearing.

In conclusion, it can be authoritatively stated that Burnishing main and connecting rod bearings represents a direct saving in labor and time of approximately 50% over any other known method, and can be accomplished by any mechanic of average ability; thus enabling the Garage or Service Station to show a greatly increased profit on motor overhauling.

Flat rate time for rebabbitting bearings, fitting crankshaft, burnishing and running-in bearings on Ford Model "T" motor

3 hours

Flat rate charge for above operation.....

\$4.50

Actual time of rebabbitting and boring main bearings with approved equipment. 20 to 30 min.

Average time required for fitting crankshaft, main bearing caps, etc..... 25 to 40 min.

Average time required to burnish three main bearings on Dearborn machine..... 3 to 5 min.

Running-in or limbering-up main bearings. (Can be done while burnishing connecting rod bearings)..... 15 to 30 min.

Average time required when proper equipment used..... 1 hr. to 1 hr. 45 min.

It will be readily seen that it is possible to make a nice profit on motor over-haul work, when proper equipment is used, because of the time saved.

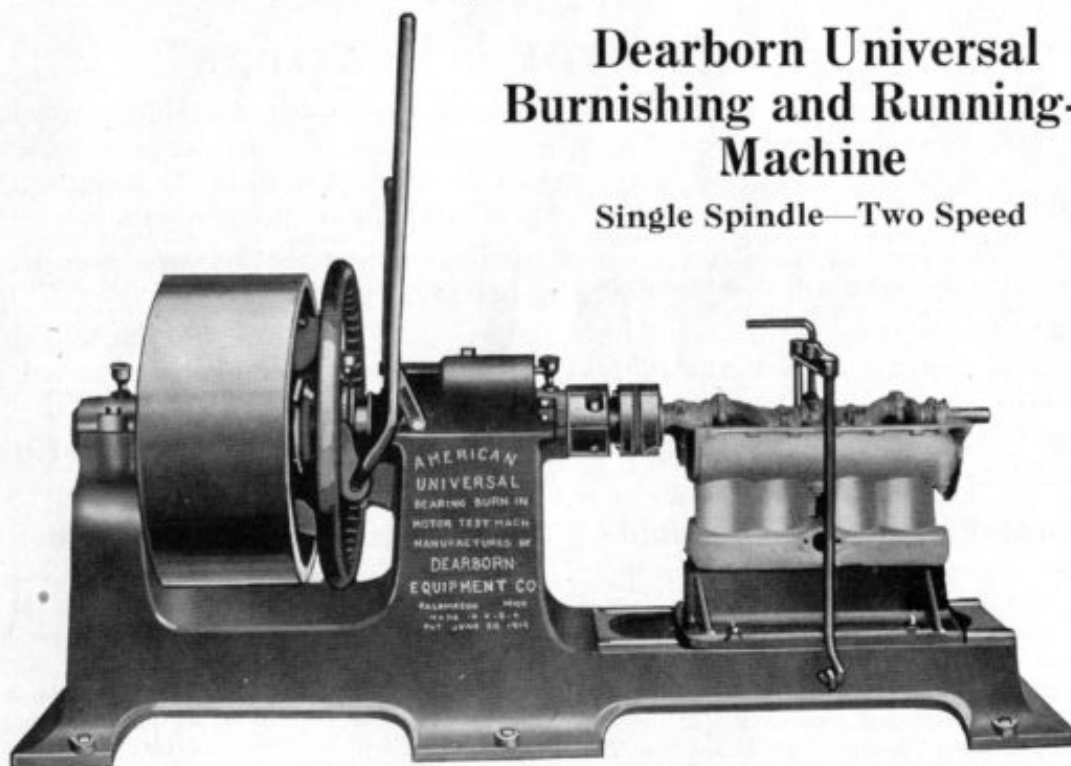
If a dealer over-hauls two motors a week, a burnishing machine will pay for itself within one year.





Dearborn Universal Burnishing and Running-in Machine

Single Spindle—Two Speed



U-1

With U-6 Fixture Burnishing Ford Bearings

Over Five Years of Service.
Used in Over 5,000 Service Stations

Purpose:

The purpose of any burnishing machine is to turn the crankshaft or journal in the bearings under pressure—i. e. the bearing caps fitted with a .005" to .008" rock and tightened down, so that the heat resulting from the friction will cause the bearing to become plastic. The continual turning process will then pack the metal, and form a bearing to the exact size and shape of the crankshaft, thus forming a more durable bearing.

Development:

The U-1 Machine was originally designed over five years ago after a series of experiments had been conducted by the engineers of the Service Station Equipment Company, of Chicago, and since the day the first machine was placed on the market, it has been conceded by mechanics, garage men, and automobile engineers to be the most practical machine of the kind ever developed.

Construction:

The U-1 Machine was designed from a stand-point of convenience and speed, so that the operator could handle his work quickly without effort. With this machine it is possible for a mechanic of average ability to produce 95% to 100% main and connecting rod bearings on a Ford Model "T" block in less than 90 minutes.

(a) **BASE:** This is made in one solid casting, built low and of sufficient weight to practically eliminate vibration. The ways are accurately machined, so that the crankshaft can be brought into perfect alignment with the driving head of the machine by means of simple adjusting screws in the various fixtures. (See Fixtures, Page 7.)

(b) **PULLEY:** Acts as a flywheel, is large and of heavy construction, which gives the driving head of

the machine sufficient momentum and torque to overcome the starting strain when the clutch is suddenly engaged. Built of cast-iron. Perfectly balanced.

(c) **CLUTCH:** It is combined in the pulley, is of the positive internal expanding type, having three white maple wood shoes. These wood shoes are compressed against the internal rim of the pulley by means of a long lever operating the clutch collar and spider. Counter-weights are provided to insure the disengaging of the clutch, and to prevent sticking.

(d) **TEST-WHEEL:** This test wheel, working in unison with the clutch, is provided to enable the operator to determine the stiffness of the bearings without detaching the motor block from the driving head. When it is possible to turn the crankshaft easily in the bearings with the test wheel, the bearings have been burnished sufficiently. Cast-iron construction. Smooth finish. Keyed to main shaft.

(e) **TRANSMISSION:** The U-1 Machine is the only burnishing machine on the market which uses a sliding transmission to obtain the necessary power and speeds. This feature is unique, and much more efficient than any of the other methods used, because it eliminates the need of disconnecting the crankshaft from the driving head, and changing over from one head to the other, as is necessary in the case of the two-spindle machines, when changing from burnishing to running-in position.

The transmission consists of one intermediate steel gear, one steel pinion and one square hole sliding gear, one square shaft and counter shaft. All gears are accurately machined, and clutch dogs milled and hardened.

The gears have a ratio of approximately 3 to 1, which gives the machine two speeds, and a neutral position. The speed of the machine on direct drive from the pulley should be approximately 600 R. P. M. which gives a speed of about 200 R. P. M. when in low gear, and develops greater power.



DEARBORN EQUIPMENT MAKES GOOD FRIENDS



U-1 Machine (Continued)

(f) **DRIVING HEAD AND COUPLING:** The Driving head consists of a $\frac{1}{2}$ " Thermoid disc between the square shaft flange (steel), and the cast iron adapter plate. The Thermoid disc allows some flexibility in the drive, which prevents possible distortion of the crankshaft, and eliminates noise. This type of coupling is an exclusive Dearborn feature.

Fixtures for U-1 and U-1A

These can be provided for burnishing and running-in Ford Model "T", Fordson, and Chevrolet Motor Blocks in an inverted position, also for burnishing and running-in practically all other makes of motors in an upright position. Other fixtures can be provided for testing the completely assembled Ford Model "T" and Fordson Tractor motors.

U-4—This fixture is provided with an oil sump and is designed for burnishing the Ford Model "T" and Fordson motor blocks in an upright position; for running-in Ford Model "T" or Fordson motors at 600 R. P. M.; or for testing the Fordson motor under its own power when assembled complete with fly-wheel, but without crankcase. A hood fixture for covering fly-wheel, a gasoline tank, air washer supports, and coil board are supplied complete with this fixture.

Made of cast iron, accurately planed and machined.
Weight, 365 lbs.

U-5—This fixture is used for testing the completely assembled Ford Model "T" motor under its own power. It is supplied complete with gasoline tank, coil board, and water connection. This fixture saves considerable time on motor over-haul, because it permits a complete test to be made before motor is installed in the chassis.

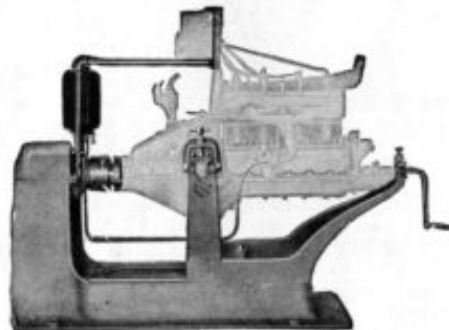
Made of cast iron, accurately machined.
Weight, 178 lbs.

U-6—(See illustration page 6.) Used for burnishing and running-in main and connecting rod bearings of Ford Model "T" motor in an inverted position. Equipped with adjusting screws for aligning crankshaft with driving head.
Weight, 65 lbs.

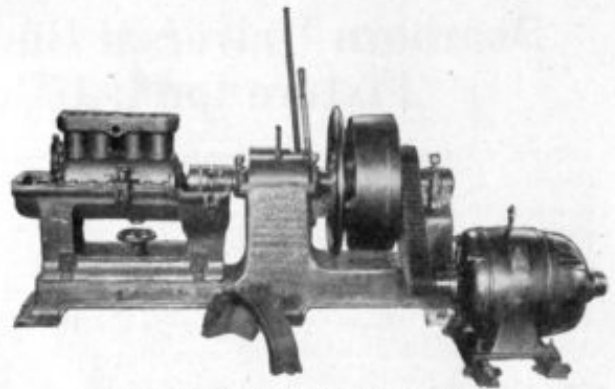
U-7—Used for burnishing and running-in Fordson main and connecting rod bearings, when block is in an inverted position.
Weight, 35 lbs.

U-8—Universal Fixture (described on Page 8).

U-9—Used for burnishing and running-in Chevrolet main and connecting rod bearings with block in an inverted position.
Weight, 48 lbs.



U-5 Fixture, Ford



U-1A Electric Drive Burnishing Machine

U-1 A Electric Drive Burnishing Machine

The U-1A machine is identical with the U-1 "Universal" machine, except that a heavy steel gear is pressed and keyed on to the rear end of the pulley hub. A pinion gear and a silent chain are supplied for the purpose of connecting the machine direct to an electric motor, as shown in the illustration above.

This method of running a burnishing machine is very practical, and most economical in shops that do not already have line-shafting installed, for several reasons:

1. Very compact. Saves valuable space.
2. Eliminates necessity of installing costly line-shafting, hangers, pulleys, and belting.
3. Saves in power consumption, because of individual drive.

Motor:

The electric motor is not supplied with this machine, but practically any motor of 10 H. P. or more can be used to advantage, although the most practical motor to use is one of 15 H. P.—900 to 1800 R. P. M.

Gears:

The gear, supplied with the machine for attaching to armature shaft, can be made practically any size or ratio necessary to secure a pulley speed on the machine of 450 R. P. M. to 600 R. P. M.

When ordering always specify diameter of armature shaft and size of key-way on the motor to be used, also speed of motor.

Always specify fixtures required when ordering U-1 or U-1A.



U-4 Fixture, Ford or Fordson



Dearborn Universal Burnishing and Running-in Fixture for U-1 Burnishing Machine

The U-8 Fixture has been designed for use with the Dearborn U-1 Burnishing and Running-in Machine to meet the demand for a good heavy duty machine which will burnish and run-in the main and connecting rod bearings of all types of motor blocks. In renewing bearings of practically every make of motor, the U-1 Machine can therefore be used for this purpose, and will burnish and run-in the bearings in oil in much less time than is required by the old hand scraping methods.

The Fixture supports the motor block in an upright position—i. e., crankshaft down, and brings the crankshaft flange into direct line with the driving head of the machine, thus eliminating any possible danger of distorting or straining the crankshaft.

Provision is made to take the motor blocks in which the base of the block is below the center of the crankshaft. It is equipped with five sets of side plate adapters, which, with the height regulating screws in the bottom of fixture, give a sufficient range of height variation to accommodate practically any type of motor block.

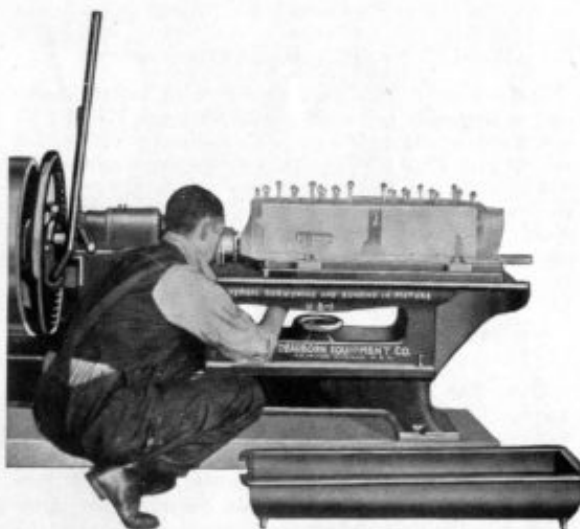
The blocks are held in position by the use of U clamps, and the regular hold-down clamps of the U-1 Burnishing Machine.

The U-8 Fixture is provided with a detachable Oil Sump, for running-in the bearings in oil, which can be removed during the process of burnishing, thereby

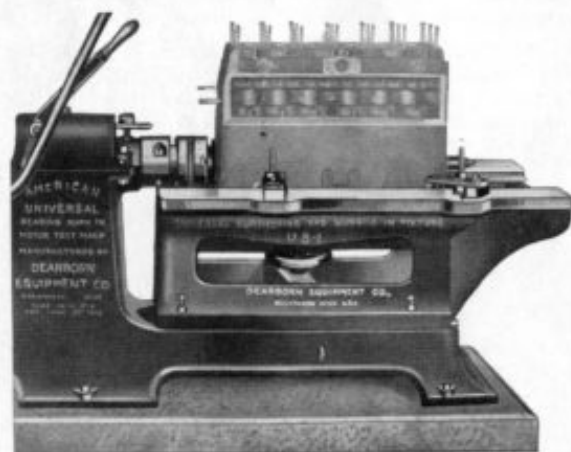
making all bearings readily accessible without removing the motor block from the Fixture.

The Driving Head is universal and can readily be attached to any type of crankshaft head.

The U-8 Fixture is made of cast iron, properly seasoned, and accurately machined.



U-8 With Buick Motor Block



U-8 With Essex Motor Block

Equipment:

- 5 Sets Side Plate Adapters.
- 1 Oil Sump (detachable).
- 4 Adjustable Steel U Clamps.
- 6 Hold-Down Studs.
- 1 Universal Adapter Plate.
- 2 Oil Splash Guards.

Specifications:

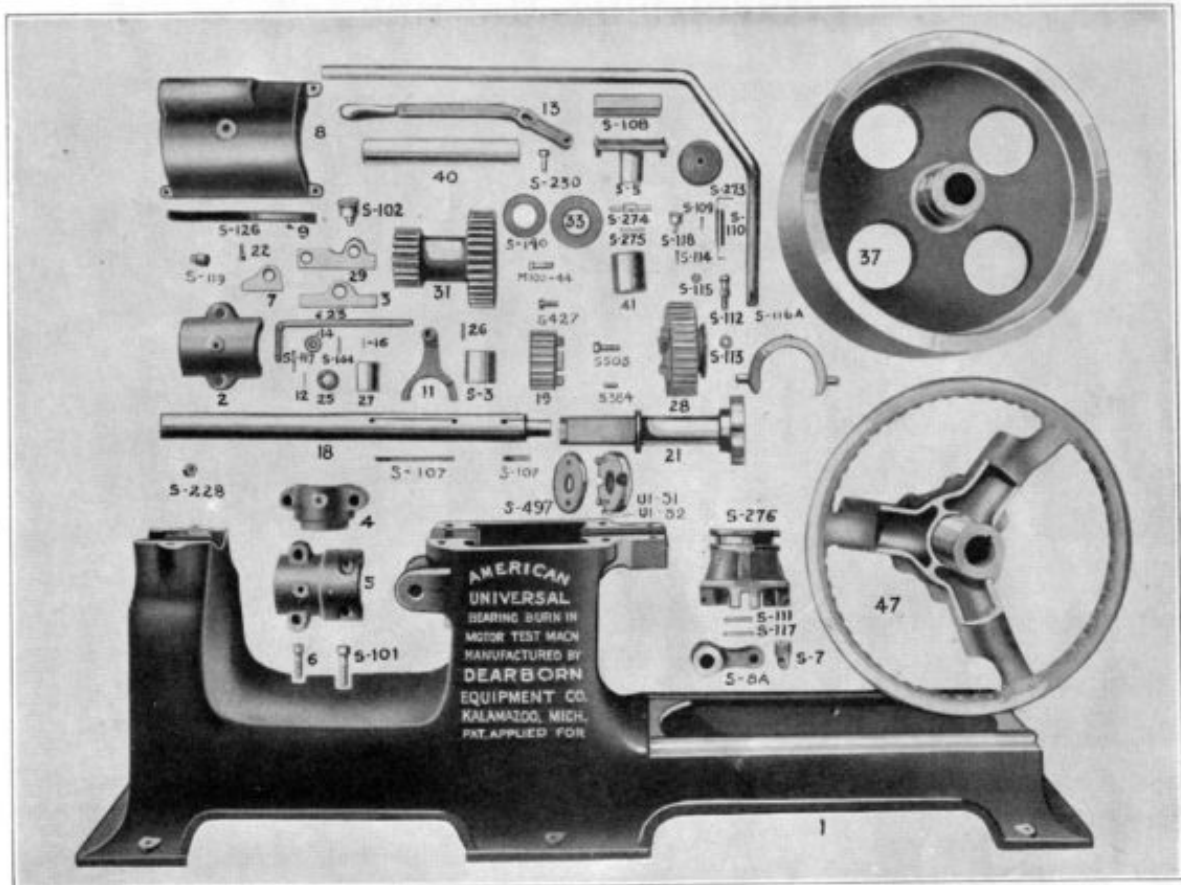
Height	17"
Length	40"
Width	18"
Net Weight.....	523 lbs.
Shipping Weight	620 lbs.

Specifications U-1 & U-1A Burnishing Machines:

Length over all.....	76"	Pulley speed.....	600 R. P. M.
Height	36"	Gear Ratio.....	3 to 1
Width	26"	Power necessary.....	15 H. P.
Size of flywheel.....	10 3/4" x 22 1/2"	Net Weight.....	1250 lbs.
Weight of flywheel.....	375 lbs.	Shipping Weight	1500 lbs.

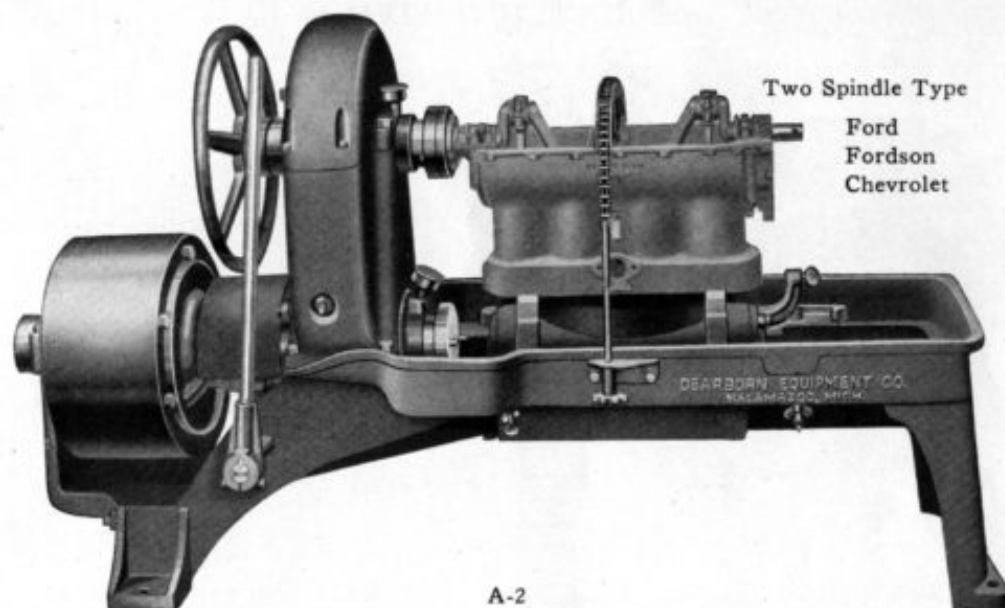


Parts List, Dearborn U-1 and U-1 A Universal Burnishing Machines



Symbol	Name of Part	Price Each	Symbol	Name of Part	Price Each
U1-1	Base	\$100.00	U1-60	Chain—120 Links	\$ 55.00
U1-2A	Base Cap (Rear)	2.20	U1-61	Sprocket—59 Tooth	19.45
U1-3	Base Cap Shim	.05	U1-62	Pinion—22 Tooth	11.85
U1-4A	Gear Post Cap (Short)	1.95	M100-44R	Driver Bolt	.40
U1-5	Gear Post Cap (Long)	2.80	S-3	Bushing (Intermediate Gear)	3.45
U1-6	Pin. Hd. Cap. Screw	.12	S-5	Clutch Shoe	2.50
U1-7A	Shim (Short)	.05	S-7	Eye Nut	.25
U1-8	Gear Post Cover	5.65	S-8A	Bell Crank	1.80
U1-9	Gasket (Gear Post Cover)	.15	S-101	Hex. Hd. Cap Screw	.30
U1-11	Shifter Rod Fork	1.80	S-102	No. 1, 1/4 Grease Cup	.12
U1-12	Taper Pin	.07	S-107	Key (Clutch Hand Wheel)	.06
U1-13	Shifter Rod Lever	.65	S-108	Clutch Shoe Lining	.35
U1-14	Washer & Plain (Shifting Rod)	.02	S-109	Pin. Hd. Rivet	.06
U1-15	Steel Ball & Dia. (Shifting Rod)	.04	S-110	Clutch Shoe Spring	.20
U1-16A	Spring (Shifting Rod Ball)	.10	S-111	Eye Nut Pin	.12
U1-17	Screw (Shifting Rod and Taper Pin Hole)	.06	S-112	Clutch Adj. Ball	1.75
U1-18A	Pulley Shaft	11.60	S-113	Check Nut Semi. Fin.	.06
U1-19A	Pulley Shaft Cut Gear	22.95	S-115	Check Nut Semi. Fin.	.05
U1-20	Gear Key	.50	S-116A	Clutch Lever	4.50
U1-21A	Flange Shaft	36.35	S-118	1/4 Grease Cup	.16
U1-22	Hex. Hd. Cap Screw 3/8	.06	S-119	Pipe Plug Sq. Hd. 1/2 Std.	.12
U1-23A	Shifter Rod	.50	S-124	Plain Washer 3/8	.05
U1-27A	Bushing—Pulley Shaft	1.85	S-140	Thrust Washer (Counter Shaft)	.12
U1-28	Sliding Gear	26.75	S-144	Cotter Pin 1/4 x 1	.03
U1-29A	Shim (Gear Post Cap)	.05	S-228	Hex. Check Nut 1/2	.05
U1-31	Intermediate Gear	31.85	S-273	Counter Weight	.85
U1-36	Skid	1.25	S-274	Counter Weight Lever	.60
U1-37	Pulley	65.00	S-275	Counter Weight Lever Pin	.06
U1-40A	Stationary Countershaft	3.95	S-276	Clutch Center	6.95
U1-41A	Pulley Bushing	4.25	S-278	Clutch Throwout	2.95
U1-47	Clutch Spider Hand Wheel	30.70	S-312	Sq. Hd. Mach. Bolt 3/8	.65
U1-51	Crankshaft Flange	7.75	S-384	Lock Screw (Hand Wheel)	.06
U1-52	Crankshaft Flange Pin	.40	S-427	Sq. Hd. Cup Pt. Set Screw	.06
U1-53	Gasket (Gear Post Cover)	.05	S-503	Hex. Hd. Cap Screw	.06

Dearborn Burnishing and Running-in Machine



A-2

Development:

The A-2 Belt Drive Burnishing and Running-In Machine was developed several years ago by Dearborn engineers, to meet the demand for a reliable and practical machine, combining burnishing and running-in features with an oil sump complete, to sell at a nominal price.

This machine is designed to burnish and run-in the main and connecting rod bearings of Ford Model "T", Fordson Tractor, and Chevrolet motor blocks.

Construction:

The A-2 was designed from a stand-point of economy and convenience. No detail has been omitted, and it is possible to burnish and run-in motor blocks quickly and accurately on this machine.

(a) THE BASE casting is of U shaped construction which, besides giving the machine additional rigidity, also serves as an oil sump into which the crankshaft and connecting rods will dip, when the block is placed in an upright position and the crankshaft driven from the lower driving head. The patented base construction is so designed that there is no oil splashing, and vibration is reduced to a minimum.

(b) THE PULLEY is of heavy construction, capable of running at approximately 800 R. P. M., and delivering sufficient torque through the transmission to overcome the braking resistance of the three main or four connecting rod bearings on Ford, Fordson or Chevrolet motor blocks.

(c) THE CLUTCH is a double dry disc type, incorporated in the pulley. It is simple, positive and reliable. Only one adjustment.

(d) THE DRIVING HEADS are equipped with Thermoid discs, and two bolts. This method of coupling the crankshaft flange has proven to be the most successful, because the bolts clamp it tight, and at the same time the Thermoid disc allows some flexibility, and prevents any possible noise or distortion of the crankshaft.

(e) THE HAND WHEEL: This has been pro-

vided on the upper shaft to enable the operator to test the friction of the bearing after burnishing, without the necessity of removing the block from the shaft. It also facilitates the lining-up and fastening of crankshaft flange to head.

(f) SPEEDS: The gear reduction is obtained by means of two sets of sprockets of 4 to 1 ratio connected by a double Diamond chain. The lower set of sprockets will run at a speed of approximately 800 R. P. M. and the upper shaft at about 200 R. P. M.

Adjustments:

Four adjusting screws are provided in the base of the machine for the purpose of raising and lowering the block to attain the perfect alignment of the crankshaft flange with the driving heads. The adjusting screws are positive, rigid and quick acting. An adjustment is provided to regulate the tightness of the chain, to assure smooth running at all times.

Fixtures:

(See Page 12.)

Features:

1. Accommodates Ford, Fordson, and Chevrolet blocks.
2. Patented base with oil sump prevents oil splashing.
3. Quiet and vibrationless in operation.
4. Simple. Any mechanic of ordinary ability can operate it.

Specifications:

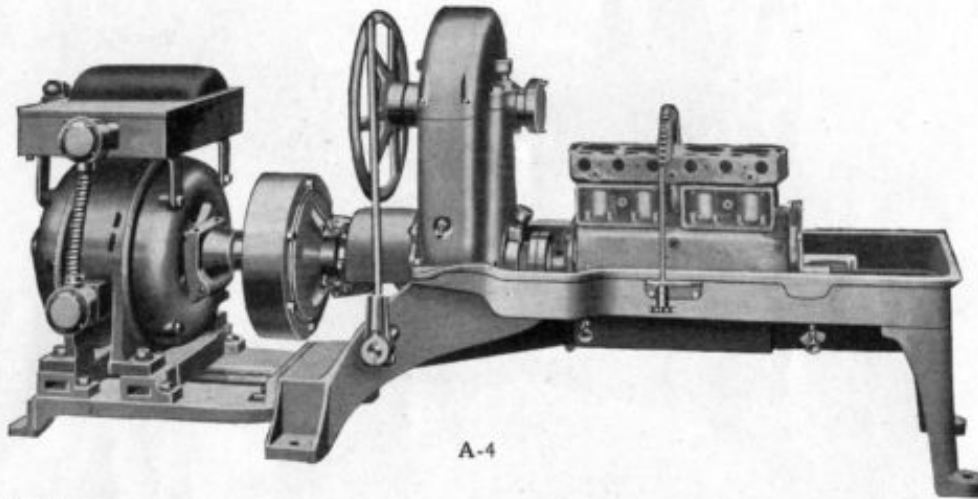
Base	Grey iron
Clutch	Double dry disc type, one adjustment
Drive	Double strand Diamond chain on steel sprockets, geared 4 to 1.
Size of Pulley	8" x 16"
Weight of Pulley	126 lbs.
Recommended Speed	800 R. P. M.
Recommended Power	15 H. P.
Length	69"
Width	22"
Height	45"
Net Weight	975 lbs.
Shipping Weight	1075 lbs.



DEARBORN EQUIPMENT MAKES GOOD FRIENDS



Dearborn Burnishing and Running-in Machine Electric Drive



A-4

Development:

The A-4 (Electric Drive) machine was developed from the A-2 belt drive after there had been considerable demand for a compact, efficient machine with individual drive and sufficient power to turn the crankshaft in the tightest bearings.

Construction:

The base construction of the A-4 is identical to that of the A-2 machine except for an extension platform, which is bolted and doweled to the rear end of the machine for supporting the electric motor.

(a) THE PULLEY is narrower than the one used on the A-2 machine, but is of sufficient weight to overcome the braking strain during the first few seconds when burnishing.

(b) THE CLUTCH is the same type as the one used on the A-2, and is incorporated in the pulley.

(c) THE MOTOR is a 15 H. P., two speed, Howell motor. It is made to run at 900 R. P. M., but by means of a special double throw Square D switch the motor can also be run on a 5 H. P. rating at 450 R. P. M. The motor is made especially for the work and has a very high starting torque. It is aligned and bolted rigidly to the machine at the factory.

The machine is supplied complete with approved starter mounted on top of motor.

Motors of various specifications can be supplied. ALWAYS SPECIFY VOLTS, PHASE, AND CYCLE WHEN ORDERING.

Specifications:

Base.....	Grey iron
Clutch.....	Double dry disc type
Motor.....	15 H. P., two speed, 450 & 900 R. P. M.
Length.....	88"
Width.....	22"
Height.....	45"
Net Weight.....	1525 lbs.
Shipping Weight.....	1650 lbs.

Fixtures for A-2 and A-4 Machines:

Are provided for burnishing and running-in Ford Model "T", Fordson, and Chevrolet motor blocks, and for making a final test of the Ford Model "T" motor complete.

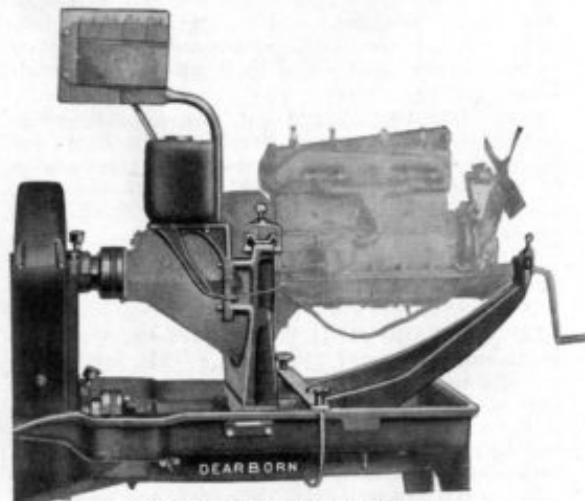
R-12 (See illustration.) Fixture is for supporting the completely assembled Ford Model "T" motor when making a final test. The burnishing machine is used to start the motor. Supplied complete with gasoline tank and coil-board box.

This Fixture is supplied for use with either the A-2 or A-4 machines AT EXTRA COST. (See price list.)

R-13 Fixture for supporting the Ford Model "T" motor block, when burnishing or running-in, is supplied as regular equipment with the machine.

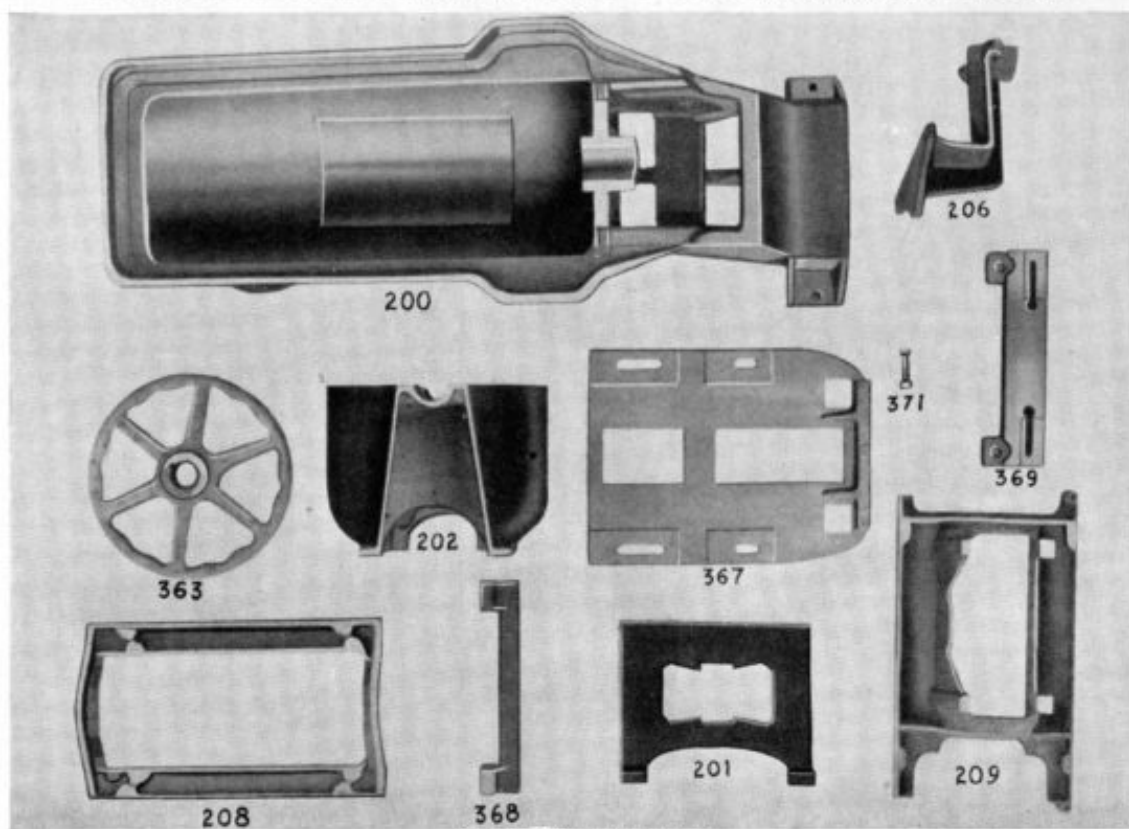
R-14 Fixture for supporting the Fordson motor block, when burnishing or running-in, is supplied as regular equipment with the machine. It consists of two castings, one of which fits into the other when burnishing bearings.

R-15 Fixture for supporting the Chevrolet motor block, when burnishing or running-in, is supplied as EXTRA equipment, or in place of fixtures R-13 or R-14.

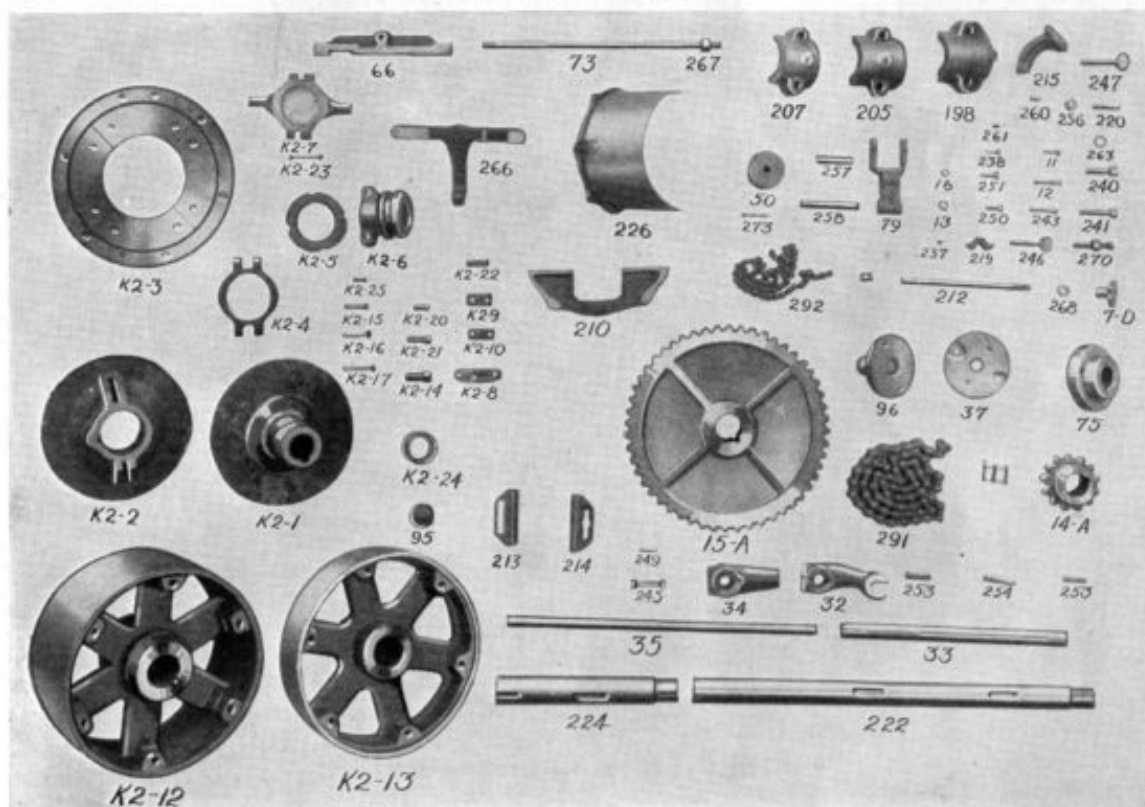


R-12 Ford Final Test Fixture

Parts of Dearborn A-2 and A-4 Burnishing Machines



See Page 14 for List of Parts

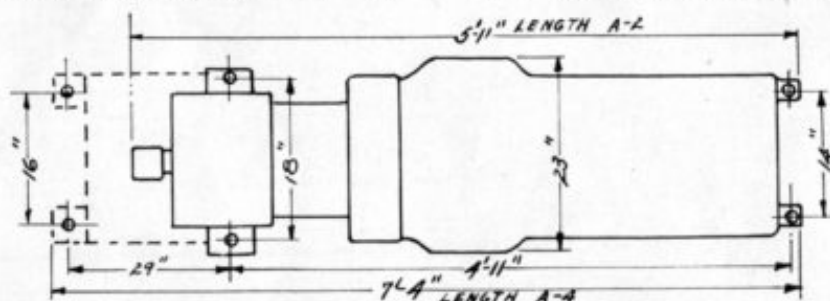




Parts List, Dearborn A-2 and A-4 Burnishing Machines

Symbol	Name of Part	Price Each	Symbol	Name of Part	Price Each
11-A	Adapter Place Pin (New Style)	\$.18	251-A	Cap Screws 215-A	\$.06
12-A	Driving Head Pin (New Style)	.18	252-A	*Keys for Motor and Coupling	.12
13-A	Nut $\frac{1}{8}$ " S. A. E.	.06	253-A	Keys for 75-A	.12
14-A	Small Sprocket	11.20	254-A	Keys for Clutch, Sprocket	.12
15-A	Large Sprocket	18.00	256-A	Nuts—Square for 200-A	.03
16-A	Nut $\frac{3}{8}$ " S. A. E.	.06	257-A	Pin for 50-A	.15
32-A	Clutch Shifter Arm	1.10	258-A	Pin for 79-A	.15
33-A	Clutch Shifter Arm Shaft	3.20	259-A	Pin for 34-A	.06
34-A	Clutch Lever Clamp	2.20	260-A	Dowell Pin for 208-A	.06
35-A	Clutch Lever	1.15	261-A	Dowell Pin for 209-A	.06
37-A	Ford Adapter Plate	3.85	263-A	Lock Washers for 198-A	.06
50-A	Chain Adjuster Roller	2.60	266-A	Fordson Bracket—with arm	4.50
66-A	Leveling Bar	2.75	267-A	Nut, Square for 266-A	.12
73-A	Leveling Bar Tie Rod	.55	268-A	Draw Rod Collar	.30
79-A	Chain Adj. Roller Arm	1.65	271-A	Roller Arm Adj. Screw	.12
95-A	Grease Cup	.12	272-A	Roller Arm Adj. Screw Nut	.06
96-A	Thermoid	2.00	273-A	Roller Cotter Pin	.01
7-D	Hand Wheel Nut	.25	274-A	*Grease Cup Extension	.30
198-A	Bearing Cap	1.50	275-A	*Grease Cup Extension Coupling	.15
200-A	Base	75.00	276-A	Drain Plug	.06
201-A	Leg	6.00	277-A	*Shims for Motor	.06
202-A	Sprocket Housing	27.50	278-A	Shims for Bearing Caps	.06
204-A	Gear Cover	5.85	291-A	Double Chain	20.35
205-A	Bearing Cap (Main Shaft)	1.50	292-A	Single Chain	1.85
206-A	Bearing Bracket (Pulley)	3.00	362-A	*Clutch Cover	1.15
207-A	Bearing Cap (Top Shaft)	1.50	363-A	Hand Wheel	7.00
208-A	Adjustable Base	11.50	367-A	*Motor Platform	14.70
209-A	Ford Motor Block Support	13.65	368-A	*Motor Platform Foot	2.70
210-A	Bridge	4.65	369-A	*Motor Rails	7.80
211-A	*Bearing Bracket	4.00	370-A	*Main Shaft	5.70
212-A	Draw Rod	.36	K2-1	Hub Disc	10.40
213-A	Hold Down Lug (Right)	.95	K2-2	Pressure Disc	6.00
214-A	Hold Down Lug (Left)	.95	K2-3	Friction Disc	7.30
215-A	Bracket for 209-A	1.65	K2-4	Toggle Collar	4.50
219-A	Wing Nuts	.06	K2-5	Adjusting Collar	1.90
220-A	Studs	.15	K2-6	Shifter Sleeve	3.35
222-A	Main Shaft	9.95	K2-7	Shifter Ring	2.00
224-A	Upper Shaft	8.00	K2-8	Rocker Toggle	.95
226-A	Clutch Cover	1.05	K2-9	Short Toggle	.18
227-A	Oil Cover (Front End)	2.85	K2-10	Long Toggle	.18
228-A	Oil Cover (Rear End)	1.95	K2-11	Friction Blocks	.30
237-A	Chain Oiler Assembly	.10	K2-12	Clutch Pulley	34.65
238-A	Cap Screws for 226-A	.03	K2-13	*Clutch Coupling Pulley	21.00
240-A	Cap Screws for 206-A, 202-A	.09	K2-14	Cap Screws	.12
241-A	Cap Screws 205-A, 207-A, 198-A	.12	K2-15	Rivets	.06
242-A	Cap Screws for 201-A	.06	K2-16	Rivets	.09
243-A	Cap Screws (Fillister Head)	.09	K2-17	Rivets	.09
244-A	*Machine Bolts for Motor	.12	K2-20	Set Screws	.05
245-A	Machine Bolts 32-A and 34-A	.06	K2-21	Set Screws	.05
246-A	Thumb Screws 200-A	.15	K2-22	Key	.05
247-A	Thumb Screws 215-A and 266-A	.15	K2-23	Shifter Ring Bolt	.05
248-A	Set Screws 14-A and 15-A	.03	K2-24	Bushing	3.40
249-A	Keys for 32-A, 34-A	.09			
250-A	Cap Screws 213-A, 214-A	.06			

Key: *Used on A-4 Motor Drive Machine Only.

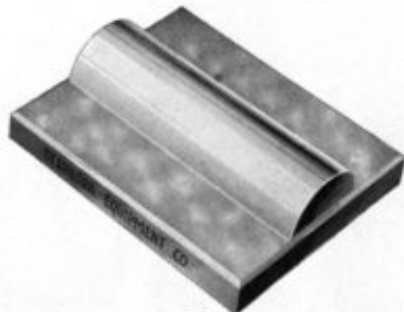


Floor Plan A-2 and A-4 Burnishing Machines
Showing Location of Anchor Bolt Holes



Dearborn Main and Connecting-Rod Bearing and Cap Fitting Tools for Ford Motors

Bearing and Cap Fitting Gauge C-9



C-9

The C-9 Bearing and Cap Fitting Gauge is of considerable value when fitting Ford bearings and caps for burnishing, because it eliminates guess work, and saves time. It enables the mechanic to make an accurate check, and obtain the right amount of rock when fitting the crankshaft in the bearings, and the bearing caps on the crankshaft.

The tool is made of steel accurately machined, to exactly one-half the size of the crankshaft, so that when the gauge is inverted in the main bearings it will show instantly whether there is any "pinch" at the sides, and whether the crankshaft will seat properly.



C-9

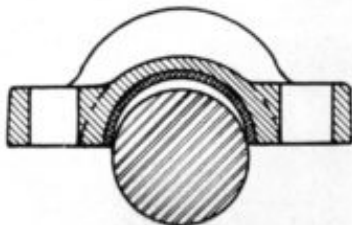
Using Feeler Gauge to Determine Rock

By rocking the cap on the gauge, and using an ordinary feeler gauge, it is possible to tell just how many shims will be necessary to obtain the correct amount of rock for burnishing—i. e., from .005 to .008 inches. (See illustration.)

The under side, or flat side of the gauge, can be used as a small surface plate for checking the accuracy of the caps.

Can be purchased separately or in set, with C-10 and C-11. Weight, 2 $\frac{3}{4}$ lbs.

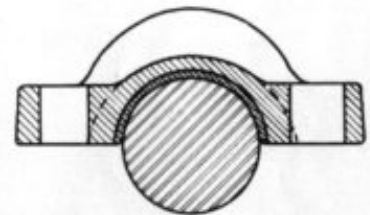
Bearing Relieving and Chamfering Tool C-10



Bearing Before Relieving Pinch or Chamfering



C-10 in Operation



Bearing After Relieving Pinch and Chamfering

This tool is something entirely new on the market, and should appeal very strongly to motor mechanics and garage men. Its purpose is to eliminate pinching of the crankshaft by relieving the sides of the bearing and to chamfer the top edge of the bearing to an angle of 45°.

The C-10 tool is superior to an ordinary hand scraper or file for the following reasons:

1. It saves time. Just a few strokes of the tool finishes the job.
2. It does more accurate work. Relieves the sides of the bearings to a uniform depth of approximately $\frac{1}{16}$ " or past center.
3. It eliminates danger of damaging or marring the bearing.

4. It chamfers the edge of the cap to a 45° angle.

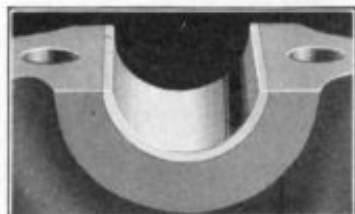
The middle cut shows just how the tool is used, while the other two illustrations show just what the tool accomplishes. The illustration on the left shows how the sides of a bearing cap will pinch on the crankshaft, so that the cap will not seat properly. The illustration on the right shows how the cap seats properly on the crankshaft after the sides have been relieved with a C-10 Relieving Tool. It also shows the chamfered edge of the bearing. It is essential, when fitting bearing to burnish and run-in a motor, that the crankshaft seats on the lower radius.

The cutter of the tool is made of high speed tool steel, and accurately machined. The handle is flat drawn steel, conveniently shaped.

Tool can be purchased separately, or in complete set with C-9 and C-11. Weight, $\frac{3}{4}$ lb.

Dearborn Main and Connecting-Rod Bearing and Cap Fitting Tools for Ford Motors (Continued)

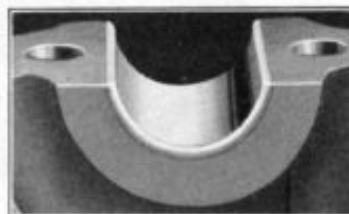
Bearing Filletting Tool C-11



Before Filletting Ends



C-11 in Operation



After Filletting Ends

The C-11 Bearing Filletting Tool is another Dearborn time saver, designed to fillet the ends of main bearings on a Ford Model "T" block quickly and accurately.

Motor mechanics know that often many minutes are lost filing or scraping the fillets on the ends of the main bearings after the block has been re-babbitted; also that filing with a rasp has a tendency to loosen the bearing in the anchor holes. It is because of numerous requests for an efficient tool to do this work that the Dearborn Equipment Company has designed the tool shown in the above cut.

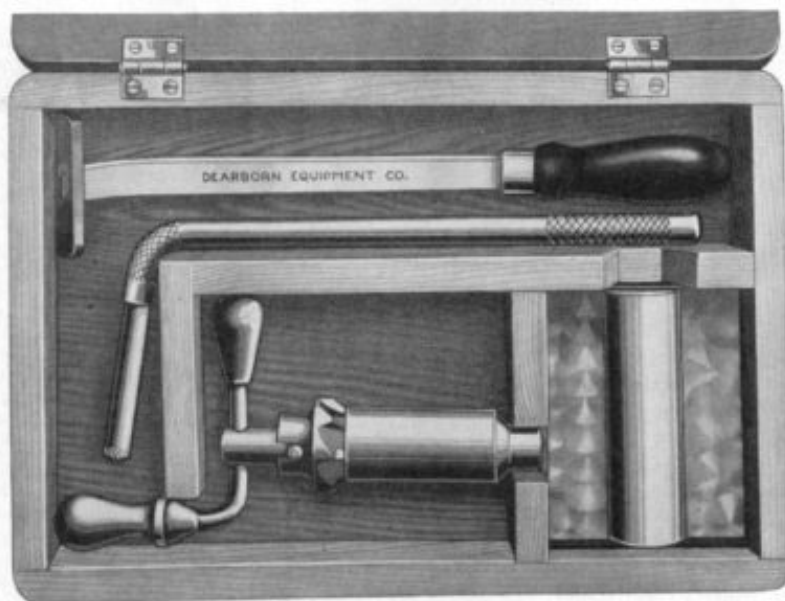
The center illustration shows the tool in actual

use, while the other two illustrations show just what the tool will do. Illustration No. 1 shows a main bearing before filletting and illustration No. 3 shows the main bearing after the tool has been used.

The main guide of the tool is made of accurately machined steel, and is formed to the exact size of the crankshaft. A hole is drilled through the guide from end to end, in which the cutter spindle turns.

The facer has eight blades, accurately ground to $\frac{1}{2}$ " radius. Made of high speed steel. Equipped complete with "T" handle.

This tool may be purchased separately or in complete set with C-9 and C-10. Weight, 3 lbs.



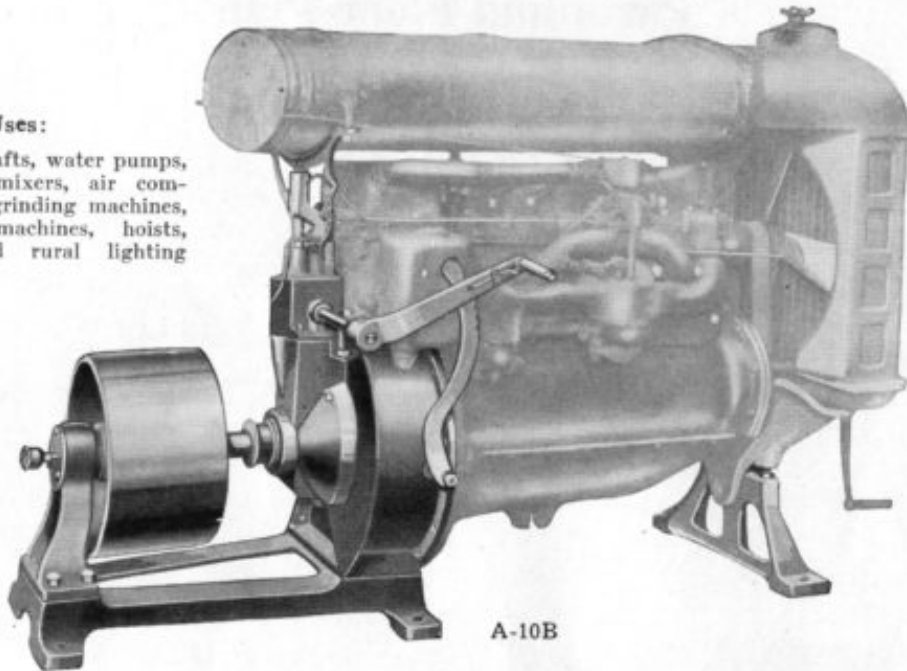
C-12

Complete Set Three Bearing Tools
Weight, $7\frac{1}{2}$ lbs.

Dearborn Fordson Power Unit

A Few Uses:

Line shafts, water pumps, concrete mixers, air compressors, grinding machines, ginning machines, hoists, farm and rural lighting plants.



A-10B

Purpose:

The A-10B Fordson Power Unit was originally designed to serve as a source of power for running machinery in Garages and Service Stations, where efficient electrical power is unobtainable, or where the cost of such power is prohibitive to economical operation. The Dearborn Fordson Power Unit adapts the low priced, efficient and powerful Fordson Tractor motor for use as a stationary power plant, and provides an inexpensive, efficient and reliable source of power for all kinds of work where 20-22 H. P. is required, such as crushing, churning, drilling, pumping, and the running of electric generators.

The A-10B, with Fordson motor complete is less expensive than big heavy kerosene or oil engines developing 15 to 20 H. P., which cost between \$600.00 and \$1600.00, besides being more compact and better serviced.

The Nearest Ford Dealers Can Service a Fordson Motor.

An electric motor costs so much per horse power per month, whether in use or idle. A Dearborn Fordson Power Unit is no expense at all when not in use, and is always ready at the turn of the crank to give reliable and economical power.

Construction:

The unit was designed as simply as possible so that anyone with even the slightest mechanical knowledge can attach it to a Fordson motor. It is built substantially throughout, and is guaranteed to give real service.

(a) **BASE:** The main base is a high grade grey iron casting, accurately machined to insure a tight fit between the flywheel housing, and Fordson crankcase. The steel shaft and pulley are supported on self lubricating, graphite impregnated bronze bushings, two inches long.

(b) **CLUTCH:** The regular Fordson Clutch is used, and operated by means of a hand lever which can be locked in any one of several positions, according to the adjustment of the clutch used. It is operated by means of a cam on the end of the lever shaft.

(c) **PULLEY:** The pulley is cast iron, properly balanced and highly polished. It is usually supplied in either of two sizes, 8" x 14" and 8" x 9", but

other special sizes can be supplied upon request, providing the sizes are within the limitations of the bearings.

The pulley is extended sufficiently to permit the belt to be run perpendicularly without touching the gas tank.

(d) **GAS TANK SUPPORT:** A cast iron bracket is provided for the support of the gas tank. This support is provided with holes to accommodate the control wires and levers.

A cast iron support is also provided for the front end. This support eliminates excessive vibration and rocking of the Tractor.

Installation:

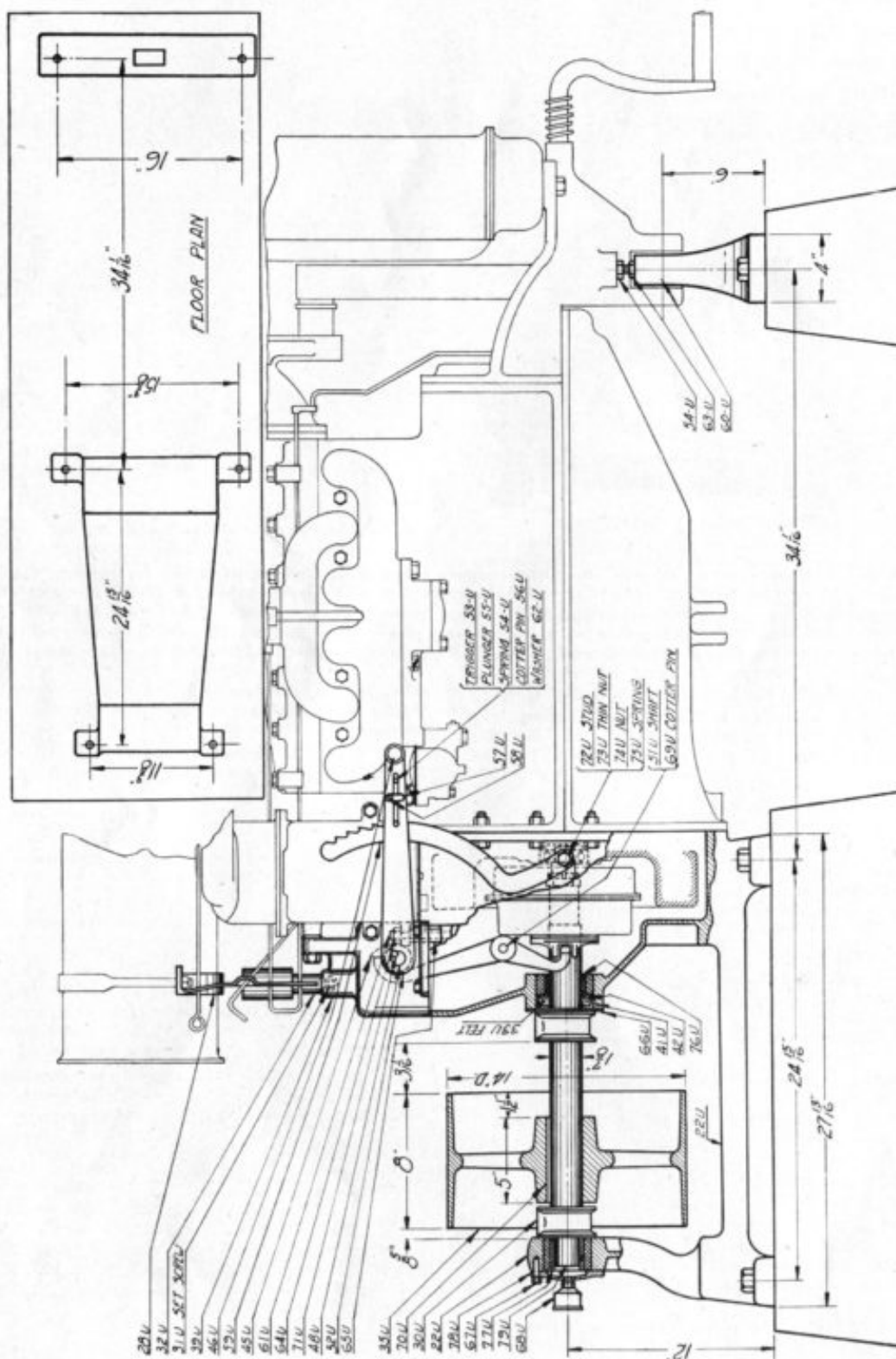
The A-10B is easily attached to the Fordson motor by means of bolts through the crank-case and engine block flange. A gasket is provided to fit between the flywheel housing joint to insure a close leak-proof fit.

The motor shaft and unit shaft are connected by means of a spline coupling, which engages the transmission shaft. (See illustration on page 18.)

Specifications:

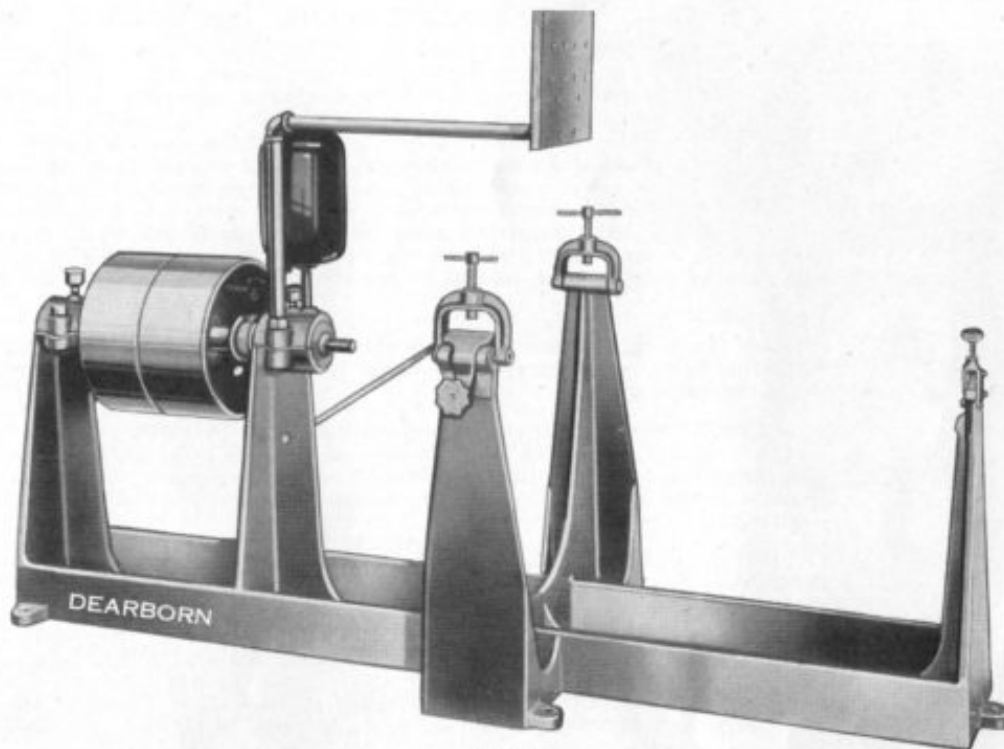
Frame.....	Grey iron
Bearings.....	Graphite bronze
Clutch.....	Fordson with adjustable release lever
Pulley.....	8" x 14" or 8" x 9"
Power.....	Approx. 22 H. P.
Speed.....	Approx. 1000 R. P. M.
Net Weight.....	225 lbs.
Shipping Weight.....	370 lbs.
Length.....	29"
Width.....	23"
Height (pulley shaft from floor).....	11½"

Dearborn Fordson Power Unit A-10B Parts and Floor Plan



Parts and Floor Plan

Dearborn Ford Power Unit



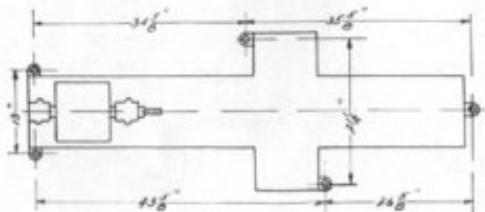
A-11

The A-11 Ford Power Unit has been designed to utilize the inexpensive and economical Ford Motor as a source of power. It can be used for practically any stationary power purposes where power up to 20 H. P. is required, such as operating line shafting, burnishing machines, feed grinders, cream separators, generators, etc.

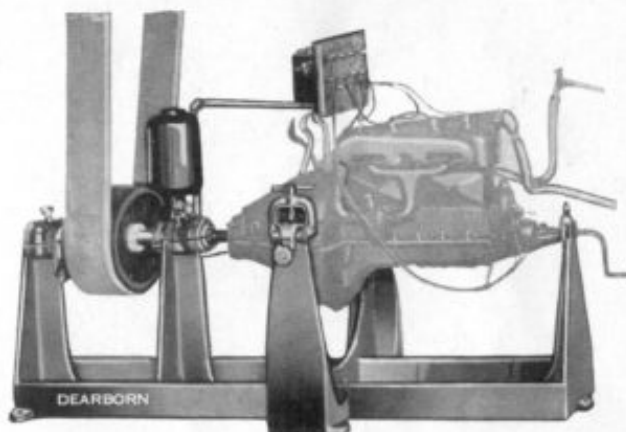
This stand is furnished with coil box support, gas tank, water connections, and everything complete for mounting Ford Motor. Connection is made between square end of pulley shaft and Ford transmission by using a Standard Ford Universal Joint, and transmits about 18 H. P. at 900 R. P. M.

Specifications:

Base	Grey iron
Bearings, Babbitt	2" x 6"
Pulley, Pressed Steel	10"
Length	5' 8"
Width	24"
Height	33"
Shipping Weight	575 lbs.



Floor Plan A-11



A-11 With Ford Motor in Position



Dearborn All-Position Motor Stand

No. AC-3 Ford

No. AC-4 Chevrolet



AC-3

Purpose:

The Dearborn All-Position Motor Stand is in a class by itself for providing a secure, dependable method of supporting Ford and Chevrolet motor blocks.

The stand has been designed to hold the above-mentioned motor blocks at a convenient height, and in all necessary positions so that the motor is accessible from all sides and the motor mechanic can work quickly and accurately with both hands. It is so constructed that the **completely assembled** motor can be held rigidly in any of five positions in the vertical plane, and eight positions in the horizontal plane. The motor can be torn down or assembled complete without removing from the stand.

Construction:

Stands (for both Ford and Chevrolet) are identical in construction, except in the supporting heads, which have been designed to support the individual motors and blocks conveniently.

(a) **THE BASE** or pedestal is a heavy casting of grey iron, with a bracket to support the trunnion or movable head. In the base is a foot pedal which can be operated from either side of the stand. This pedal operates a plunger, which engages the trunnion at five different positions and automatically locks the head in any desired position, when the pedal is released.

(b) **THE SUPPORTING HEAD**, which is made of malleable iron, swivels on the trunnion, and automatically locks in eight different positions by means of the spring latch.

(c) **THE PIVOT SCREW** of heavy steel, which connects the trunnion and head to the main base, is equipped with a small friction hand wheel which, when tightened, eliminates any danger of the head falling, should the pedal be released accidentally. It also takes the lost motion out of the head.

(d) **A TRAY** is provided at a convenient height for holding tools, bolts, etc. On one side, eight small holes are provided for valves and on the other side, larger holes are provided for the support of wrenches and tools.

Adaption:

The Ford Model "T" block is supported, and held rigidly by means of two dowel pins which fit into the two splash pan bolt holes, and two cap screws, which screw into the water connection holes on the side of the block. (See illustration.)

The Chevrolet blocks—both "Superior" and "490" Models—are supported by means of two dowel pins, which fit into the flange of the motor, and a king bolt, which passes between cylinders two and three, and is clamped rigidly by means of two castings, which fit snugly between the cylinders from both sides.

Features:

1. Holds complete motor, or block only.
2. Has thirteen different positions—five in vertical plane, and eight in horizontal plane.
3. Compact. Does not take up much room in shop.
4. Safe. Motor held rigidly. No danger of motor falling.
5. Automatic. Latches and holds positions automatically, without use of pins and screws.
6. Convenient. Correct height. Complete with tool tray.
7. Accessible. All parts of motor including main bearing bolts and valves are accessible.



AC-3



AC-3

Specifications:

Height 44½"
 Net Weight 147 lbs.
 Shipping Weight 165 lbs.



DEARBORN EQUIPMENT MAKES GOOD FRIENDS



Dearborn Three Position Ford Motor Stand

Holds Motor Block in Three Most Convenient Positions

Purpose:

A stand for holding a Model "T" Ford motor in the three most convenient positions—i. e., head up, crank-shaft up, and valves up—has always been in great demand, and the stand illustrated has filled this demand for years.

A few improvements have been made during the past year, such as the widening and strengthening of the top, and the elimination of the pivot bar through the center, so that it is possible to reach the center main bearing bolts easily. (See illustration.)

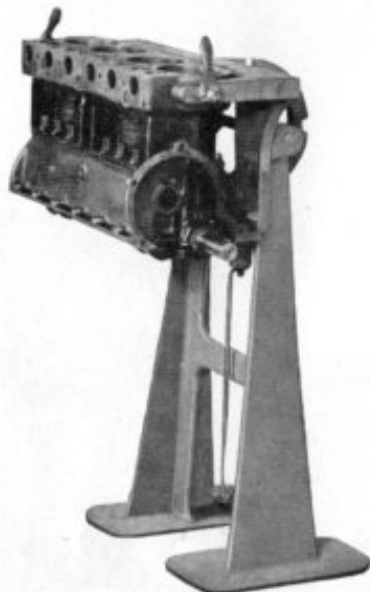
Construction:

The stand is built rigidly throughout, and embodies many features not found in other stands on the market.

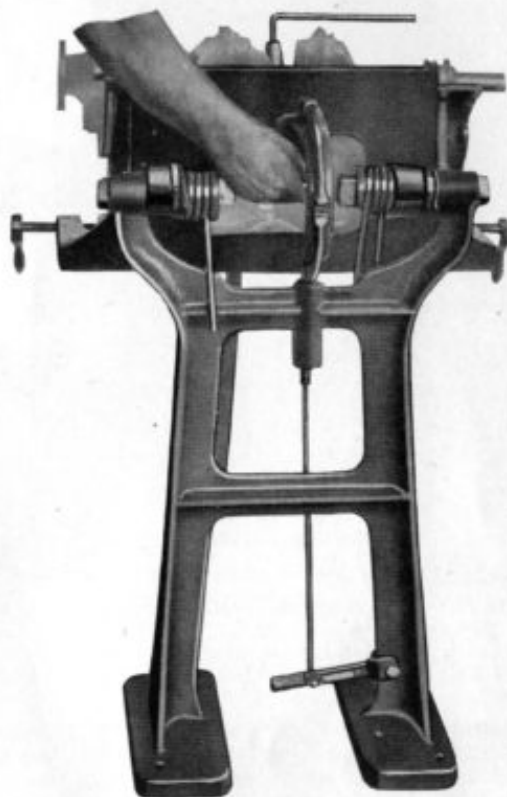
(a) THE BASE OR PEDESTAL is a heavy casting, designed to withstand severe strain, with ribs running the entire length of the legs, and ribbed cross-members which increase the rigidity.

(b) THE PIVOT BARS are heavy steel bolts on which two heavy steel springs are supported. These two springs press upwards against the supporting head of the stand, which helps to move the block from one position to another, and eliminates any danger of the head falling against the pedestal should the retaining pawl be accidentally released.

(c) THE HEAD of the stand is a heavy casting, shaped so that a lug fits into the water connection hole, when the Model "T" block is placed on its side in the stand. Two set screws, with long handles, are provided to screw tightly against the top of the block, and a small clamp, which fits on the lower inside of the block, holds the motor block rigidly.



AC-9



AC-9

Features:

The stand is built from a standpoint of convenience and any motor mechanic will readily see the advantages of a stand that will hold the motor block rigidly so that he can use speed wrenches when fitting bearings, crankshaft, pistons and connecting rods. It is an ideal stand to use, when preparing a motor block for the burnishing process, when fitting valves or when lapping the pistons.

1. Locks in three most important positions for work on block.
2. Convenient: Holds block rigidly at proper height.
3. Accessible: All parts accessible including main bearing bolts.
4. Safe: Holds positions automatically. No pins or bolts.
5. Compact: Does not require much room in shop.
6. Easy to turn block. Steel springs assist mechanic to change positions.

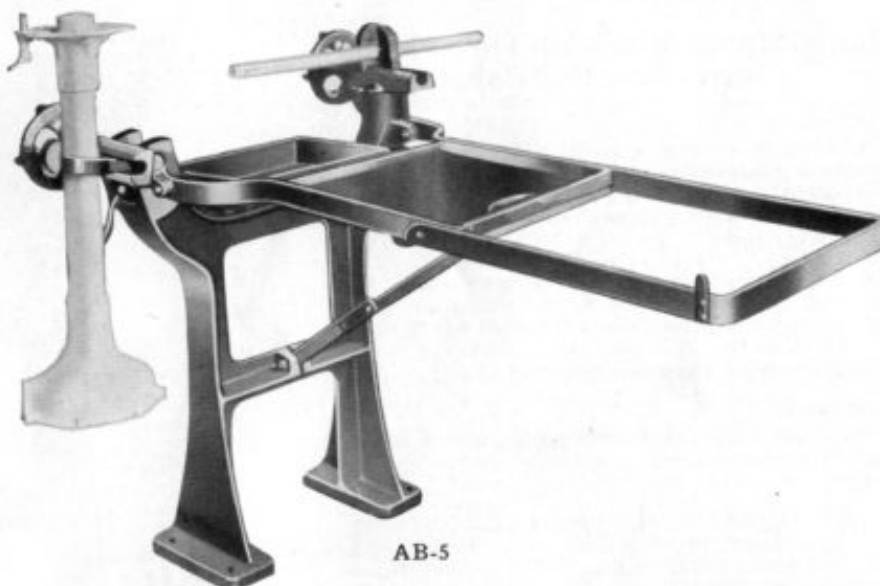
Specifications:

Height	40"
Net Weight.....	132 lbs.
Shipping Weight.....	163 lbs.

Dearborn "Dixie" Universal Axle Repair Stand

The
Original
"Dixie"
Axle
Stand

Patented Oct. 30, 1923



AB-5

The "Dixie" Axle Stand meets the requirements of any garage or service station. It will accommodate practically every make of passenger automobile or truck axle and is a great time-saver on axle repair work.

Construction:

The "Dixie" is probably the heaviest axle repair stand on the market today. It is built rigidly throughout, because of the heavy work to which a stand of this kind is subjected.

(a) **THE BASE OR PEDESTAL** is a heavy iron casting designed so that it is possible to work all around the stand conveniently.

(b) **THE JAWS** are of cast steel, properly ribbed, and designed to hold complete assembly or any part of axle. Equipped complete with two large hand wheels, which work quickly and enable the mechanic to clamp work rigidly. One jaw is hinge, and the other is swivel type.

(c) **THE EXTENSION** for supporting the drive shaft housing is made of heavy forged steel, bolted to the main pedestal, hinged in center so that it will fold up against the stand when not in use. Equipped with tool tray of heavy sheet steel.

(d) **THE GREASE PAN** is of cast iron, provided with legs on underside to prevent possible tipping and falling.

Features:

The "Dixie" Axle Stand embodies all the features necessary for overhauling a rear or front axle assembly quickly and accurately.

1. It is built to the proper height so that the job is at the mechanic's finger tips.
2. It is equipped with two vise jaws, which hold the complete axle assembly or any part of the axle, or drive shaft housing in any position.
3. The jaws are not rigid—one is hinged, so that it is possible to hold the rear axle housing, or differential, in a vertical position. The other jaw is a swivel type, which makes it possible to swing the work in any desired horizontal position, so that it is accessible from any angle.

4. The extension arm, which supports the drive shaft housing at the proper angle, folds up against the stand, so that it does not take up a lot of room in the shop when not in use.

5. The Stand is equipped with a heavy grease pan, which catches all the grease from the differential housing.

6. A tool tray is also provided on the extension arm so that all necessary tools are within easy reach of the mechanic at all times.

Specifications:

Height	38"
Width	29"
Length	14"
Net Weight	211 lbs.
Shipping Weight	240 lbs.



Dearborn Universal Axle Repair Stand

This new Dearborn Axle Stand, No. AB-10, has been designed to meet the demand for an efficient and inexpensive Axle Repair Stand and to support the axle at a convenient height so that the mechanic can work quickly and accurately.

The Stand is provided with two cast steel jaws, which are curved and ribbed, so that the complete axle assembly, or any part thereof, including the drive shaft, can be tightly clamped. The complete axle assembly can be held in an upright position, so that the bolts connecting the drive shaft and differential housings are accessible.

Note in the opposite illustration how the stand pivots in the center, so that the axle assembly can be wheeled up to the stand and swung into position by one man. No lifting is necessary.

A sturdy support is provided under the rear end of the stand to hold the work in a horizontal position. (See illustration below.)

The stand is provided complete with detachable grease pan which hangs under the differential housing, and catches the grease when the housings are taken apart.

Construction:

The Stand is rigidly constructed throughout, to withstand heavy strain, and give long service. The legs are of heavy channel iron. The braces are of strong flat bar stock. The main head is of heavy flat forged steel.

The PIVOTING AXLE SUPPORT is constructed of flat bar steel bolted to angle iron.

The JAWS are of cast steel properly curved and ribbed.



AB-10

The REAR END SUPPORT is of flat bar steel, to which a strong steel bar is screwed. This bar extends down to the floor and supports the assembly at the proper height.

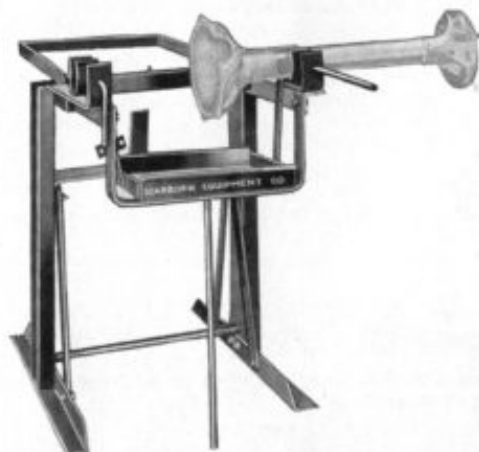
The GREASE PAN is of sheet steel.

Features:

1. Saves time and labor. One man can place assembly in stand.
2. Convenient. Holds work at proper height, and in essential position.
3. Rigid. Will stand severe strain and usage.
4. Compact. Does not require much room in shop.
5. Portable. Can be moved easily to any part of the shop.
6. Complete. Handles complete assembly or any part of axle.
7. Keeps shop clean. Grease pan catches all grease from differential housing.

Specifications:

Height	32"
Width	30 1/2"
Net Weight	109 lbs.
Shipping Weight	140 lbs.



AB-10

This Axle Stand and the Motor Stand Shown on Next Page Can Be Purchased As a Combination Unit if Desired. (See Page 25.)

Dearborn Combination Motor Stand for Ford and Fordson



AC-12 (Ford and Fordson)

Construction of Motor Stand:

The Stand proper, which includes the clamping device for Model "T" Ford block, but to which the Fordson Motor attachments are bolted separately, is of rigid construction throughout. Made entirely of heavy angle iron, and channel iron, bolted together.

(a) **AUTOMATIC STOP:** A special patented automatic stop and locking device is attached to the top of one of the legs. This automatic stop holds the motor block in a horizontal position, with the valves up. It enables the mechanic to use both hands when lifting the motor block, and eliminates the dangerous practice of holding the motor in position by means of ordinary stop pins in holes.

(b) **ORDINARY STOPS:** Two stops of flat steel are provided for stopping and supporting the motor with the crank-shaft or head up. These stops eliminate any danger of the motor falling against the stand or on the floor.

Method of Attachment:

The Model "T" Ford block is supported by means of two dowel pins, which fit into the two splash pan holes in the flange of the block, and two cap screws, which fasten into the water connection holes. Holds completely assembled motor, or motor block only, in three most convenient positions. Main bearing bolts, and valves are accessible without the use of special tools.

The Fordson Tractor block is supported by means of special cast steel attachments which are bolted to the Model "T" supporting head.

These special attachments clamp the Fordson block,

Development:

The New Dearborn Combination Stand has been designed to meet the demand of small service stations and garages for a good inexpensive stand. It embodies all the principle and essential features found in the more expensive motor stands and which are so necessary for the efficient over-hauling of motors.



AC-10 (Ford Only)

so that the valves are away from the stand and very accessible, and the motor can be assembled complete with manifold. These features are not found on any other stand.

Features:

1. Holds Model "T" Ford motor completely assembled or block only.
2. Holds Fordson Tractor motor, complete or block only, with manifold attached.
3. Three convenient and essential positions.
4. Holds motors so that all parts are accessible including valves, and main bearing bolts.
5. Provided with automatic spring locking device, which supports motor block in horizontal position.
6. Portable. Can be moved to any part of the shop. Not necessary to bolt to the floor.
7. Compact. Does not take up much room in shop and can be set in any corner.
8. Enables motor mechanic to do all motor work in one place.
9. Rigid. No danger of stand tipping, or buckling. Heavy construction.
10. Provided complete with tool tray.
11. A one-man stand. One man can handle Ford or Fordson motors on stand.

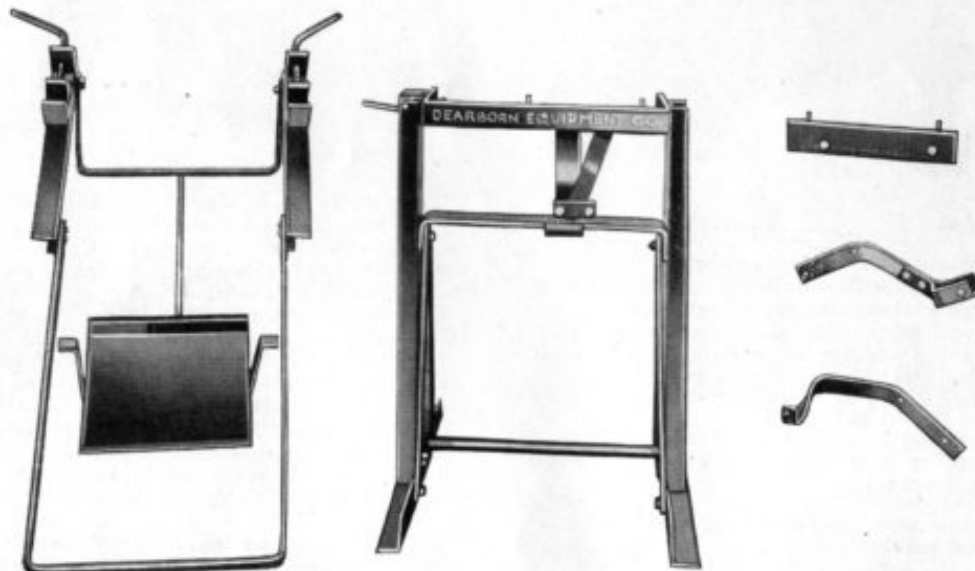
This Stand is supplied with or without Fordson Tractor Attachments. (See Price List.)

Specifications AC-12 and AC-10:

Height	32"
Width	30½"
Net Weight	90 lbs.
Shipping Weight	115 lbs.

This Motor Stand and the Axle Stand Shown on Page 23 Can Be Purchased As a Combination Unit if Desired. (See Page 25.)

Dearborn Combination Motor and Axle Stand Ford—Ford Truck—Fordson



AB-13

The AB-13 Combination Stand, which we offer, embodies all the necessary features found in more expensive motor and axle stands, and it is built to withstand heavy strain, and to give long service. It is a complete unit **within itself**, in that it accommodates motors and axles.

This stand appeals strongly to small Service Station and Garage Owners because it is **inexpensive**, and makes it possible for them to install equipment which is so essential to good service, and the proper maintenance of business **at a profit**, especially where the flat rate system is maintained.

In a small garage where work is not heavy a combination stand can be used to good advantage, especially when it takes only a few minutes to change from one type of stand to another. As the business grows other stands can be purchased so as to provide individual stands for each operation.

Equipment:

The Combination Unit is supplied complete with all attachments for Ford Model "T" and Fordson motors, and Ford axles.

THE STAND PROPER (center illustration) is built to accommodate the Ford Model "T" motor, and the attachments (side illustration) are easily attached by means of four bolts to the Ford supporting head, to accommodate the Fordson motor, and Ford axles. It is built of channel iron, with flat bar

steel braces, and a heavy forged steel head. Equipped complete with all attachments for Ford Model "T" motor.

Weight, 90 lbs.

THE FORDSON ATTACHMENTS are made of cast steel. Bolt to Ford supporting head.

Weight, 16 lbs.

THE AXLE ATTACHMENT is made of heavy bar steel, and angle iron. Equipped complete with cast steel jaws, and grease pan. Bolts to Ford supporting head.

Weight, 45 lbs.

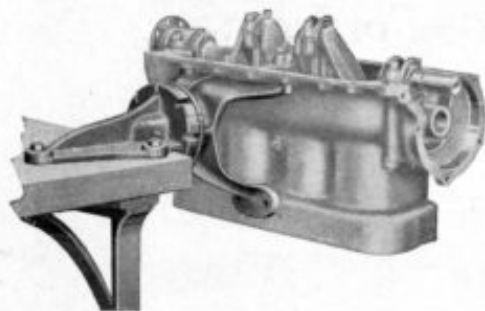
Possible Combinations:

- AC-10 Ford Motor Stand.
- AC-11 Fordson Attachment for AC-10.
- AC-12 Combination Ford and Fordson Motor Stand.
- AB-10 Axle Repair Stand.
- AB-11 Axle Repair Attachment only.
- AB-12 Combination Ford Motor and Axle Repair Stand.
- AB-13 Combination Ford and Fordson Motor and Axle Repair Stand.

Specifications AB-13 Complete:

Height	32"
Width	30½"
Net Weight	114 lbs.
Shipping Weight	144 lbs.

Dearborn Motor Bench Device



Ford AC-5

Chevrolet AC-6

This is designed for use in shops where floor space is limited. It clamps the completely assembled motor or block only at bench height, in any one of eight different positions, so that the motor is accessible from any angle, and for all necessary work. Designed so that it is possible to reach easily the center main bearing bolts of Ford Model "T" Motor.

This Clamp can be used in a horizontal position—as illustrated—or in a vertical position, by bolting through the bench leg.

Strong construction throughout. Head of malleable iron—will not break. Weight, 45 lbs.

Dearborn Fordson Motor Stand



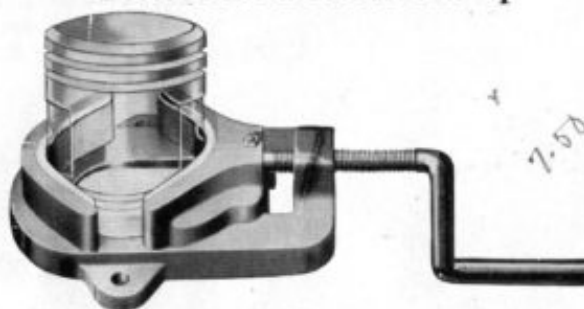
N-3

N-3. This stand is a very convenient piece of equipment to have when working on Fordson motor blocks. The slotted head holds the block in an upside down position, or with the valves up—see illustration. Of proper height so that all work in disassembling and assembling can be done, as well as re-babbitting and fitting

main bearings. Height, 36½". Weight, 160 lbs.

N-3X Fordson Bench Clamp is the same design as the slotted head of the N-3 Motor Stand, and bolts to the bench, making a convenient clamp which holds the block rigidly in the two most necessary positions. Weight, 50 lbs.

Universal Piston Clamp



D-3

The purpose of any piston clamp is to hold a piston rigidly, but without danger of distortion or cracking, so that a mechanic can work quickly with both hands, when assembling wrist pins, and rods, fitting rings or drilling oil holes.

The clamp shown in the above cut embodies all the necessary features of a good clamping device.

1. It is universal. Takes 2½" to 4½" pistons.
2. The jaws are rounded to fit piston, and are babbitt lined. Will not mar or distort piston.
3. The movable jaw is somewhat flexible so that it conforms to circumference of piston.
4. The base is cut away in the center, so that complete piston assembly can be inverted, when fitting rings.
5. The jaws clamp below the wrist pin hole.

Shipped in neat carton.

Weight, 13 lbs.

Dearborn Ford Motor Bench Clamps



N-2

Two very convenient motor bench clamps, for holding Ford Model "T" blocks in two of the most convenient positions. Used a great deal in large shops, but particularly useful in shops where floor space is limited.

A very efficient motor bench can be constructed by using the two clamps—one on each end of a bench about 6' x 1½' x 3', with a Piston Clamp, 4" Bench Vise, Connecting Rod Aligner, and other necessary motor tools spaced conveniently along the bench. With a motor bench of this kind, practically all the motor work can be done in one place, thus eliminating lost motion and time.

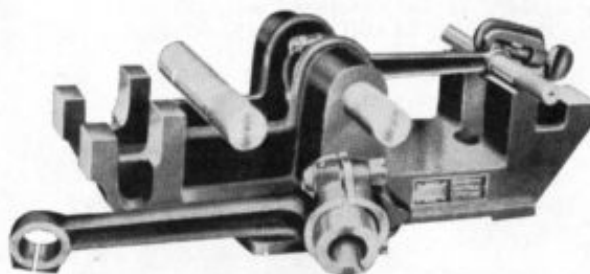
N-2 holds the block in an inverted position for rebabbitting, fitting cam-shaft and crank-shaft bearings, etc. Length, 28". Width, 9". Weight, 64 lbs.

N-5 holds the block on its side with the valves up, when fitting pistons, connecting rods, valves, and can also be used when assembling magneto and transmission to crankshaft. Length, 18¾". Weight, 45 lbs.



N-5

Dearborn Connecting Rod Alignment Jig, Ford and Fordson



C-2

A simple connecting rod aligning jig, designed to check Model "T" and Fordson connecting rods for bends or twists. It is an essential tool, because it is very important that every connecting rod, either used or new, should be checked before the motor is assembled.

Due to the fact that the jig is made of one solid casting, and that there are no screws, squares, or loose parts to be adjusted, damaged or lost, it is impossible for the jig to become inaccurate. The rods can be straightened in the jig, so that they can be both tested and straightened in the jig very quickly, and without lost motion.

The casting is roughly machined, and then thor-

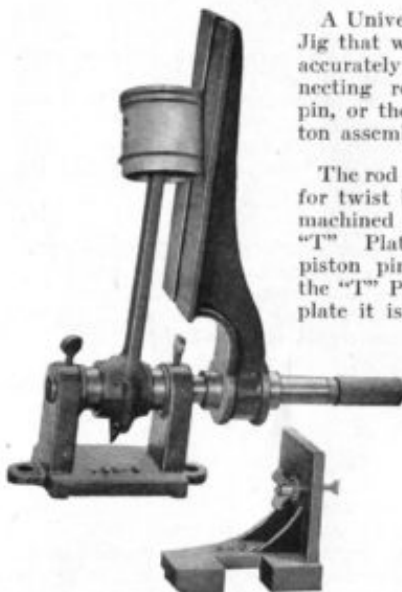
oughly seasoned before the final machining, which eliminates any danger of warping, and makes it possible to guarantee the jig within .0015".

Shipped complete with one arbor for Model "T", a split bushing for Fordson to fit arbors, and a "C" clamp, complete in wooden box.

Specifications:

Length	19"
Height	7"
Width	7"
Net Weight	46 lbs.
Shipping Weight	60 lbs.

Dearborn Universal Connecting Rod Alignment Jig



U-32

A Universal Alignment Jig that will quickly and accurately test the connecting rod and piston pin, or the complete piston assembly.

The rod may be checked for twist by bringing the machined surfaces of the "T" Plate under the piston pin. By turning the "T" Plate on the face plate it is quickly deter-

mined if the piston pin is exactly parallel to axis of the crank-shaft bearing, as all straightening of rod is done while on the Jig.

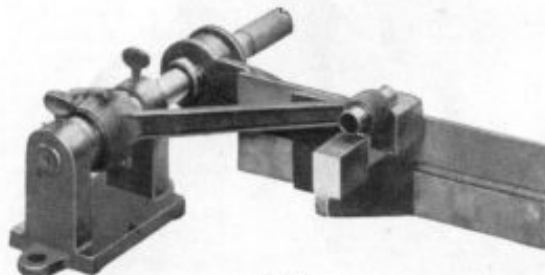
The piston may then be assembled to the rod, removing "T" Plate from Jig, and by canting the piston on the axis of the piston-pin it will quickly show if the piston has been reamed out of square with its sides.

In manufacture, the hardened and ground arbor is lapped into the bushing which is pressed into the face-plate of the Jig. The face-plate is then machined by being indexed from the centers in the arbor by which the arbor was ground. In so doing absolute accuracy is assured in securing the face-plate perpendicular to the arbor.

Four bushings are furnished with the Jig, of any size requested. The pin is the same diameter as Ford crank-shaft. Checks rods within .0005".

Specifications:

Length	19"
Width	17"
Height	8"
Net Weight	39 lbs.
Shipping Weight	50 lbs.



U-32

Dearborn Ford Transmission Bushing Reaming Machine

Purpose:

The purpose of this machine is to ream all the Model "T" transmission drum and triple gear bushings accurately and concentric with the gear teeth; i. e., through the center of the gear, so that the teeth will mesh evenly.

The New Dearborn Machine is the **only** one on the market which uses the most accurate method of aligning the drums and triple gears. By means of special jigs accurately machined to within .0015" the drums are aligned from the steel hub of the drum, and the triple gears from the gear teeth. This method of alignment positively insures that the reamed hole will be in the center of the gear, and that the teeth will mesh accurately when transmission is assembled.

The old method of clamping expansion reamers in a vise, and turning the drum on the reamer is not satisfactory for four reasons:

1. The bushing may be compressed to one side, which will cause the reamer to deflect to the other side, resulting in a crooked hole.
2. The hole will not necessarily be reamed in the exact center of the gear, because there is no guide or clamp, with the result that the gears will possibly not mesh properly.
3. Aligning the drums and triple gears by the outside of the drums does not insure accuracy because the

drums often wear eccentric or become warped. This makes impossible accurate alignment by this method.

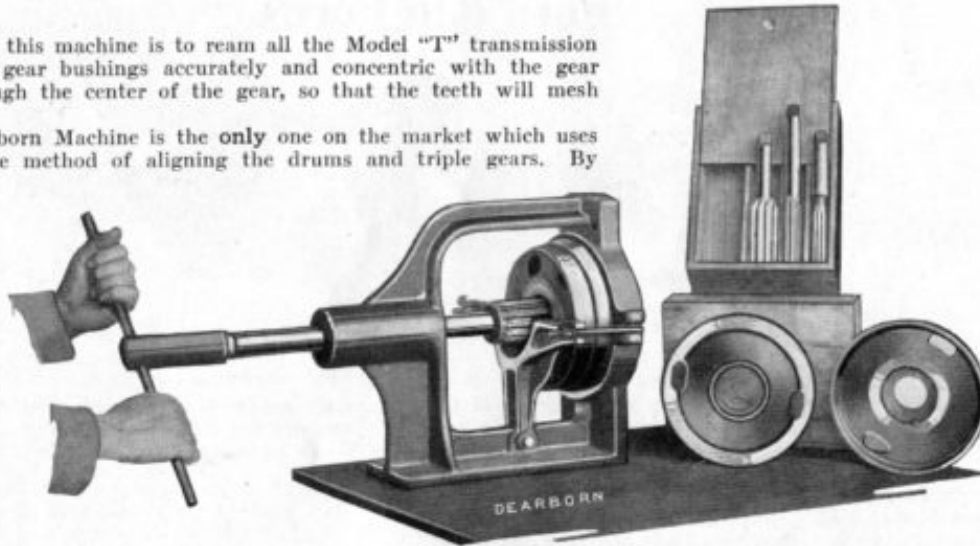
4. The old method is slow, and wasteful of both time and effort, consequently a profit loser.

Construction:

The L-2 Reaming Machine is built to withstand strain, and eliminate any danger of distortion.

(a) **THE MAIN CASTING** is a grey iron casting, thoroughly seasoned and accurately machined. The bearing supporting the reamer shank consists of two cast iron bushings, into which the shaft is lapped by hand. The aligning surface, against which the aligning jigs rest, is

L-2 Applied to
Drill Press



L-2

indexed and machined from the center of the shaft bearing, thereby assuring accuracy.

(b) **THE RETAINING CLAMP** is of cast steel. It is pivoted on the base of the machine, and presses the various jigs against the aligning surface by means of two clamps with wing nuts.

(c) **THE SHAFT** is cold rolled steel, accurately ground, and highly polished. It is provided with a No. 3 Morse Taper Socket on one end, and a No. 3 Morse Taper Shank on the other.

Aligning Jigs:

Three jigs of high grade cast iron, seasoned and accurately machined, are furnished complete with the machine. These jigs fit snugly over the hubs of the transmission drums, and bring the center of the gear in line with the center of the reamer. The jigs accommodate all three drums, and both the new and old style triple gears.

Reamers:

Four Spiral reamers, made of high grade carbon steel, are supplied complete in neat hard wood box with each machine. The reamers furnished are:

No. L-3304—Reverse Gear Bushing.

No. L-3309—Slow Speed Gear Bushing.

No. L-3314½—Triple Gear Bushings.

No. BCL-3320—Transmission Sleeve and Brake Drum Bushing.

Features:

1. **Accurate.** Finishes work within .002 part of an inch, thus eliminating danger of wobble or noise after transmission is assembled.

2. **Fast.** Transmission can be completely overhauled, including disassembling and assembling in approximately 25 minutes, thus making it possible to make a real profit at the Ford Flat Rate Labor charge of \$4.00. Machine will pay for itself many times a year.

3. **Simple.** A mechanic of ordinary ability can operate the machine.

4. **Convenient.** Can be operated on a bench by hand, or on an ordinary drill press.

Specifications:

Net Weight..... 85 lbs.
Shipping Weight..... 140 lbs.

Dearborn Transmission Drum Clamp—Ford



E-1

This clamp makes an ideal bench holder for Ford Transmission Drums while reaming bushings with hand type reamers. It is equipped with a locking device enabling all three drums to be held without any danger of cracking or defacing them.

Made of solid iron casting accurately machined, and fitted with holes in the base so that it can be bolted to a bench. The eccentric device is very simple, making the clamping of the drums an easy and quick operation. Weight, 12 lbs.

Dearborn Transmission Band Wrench—Ford



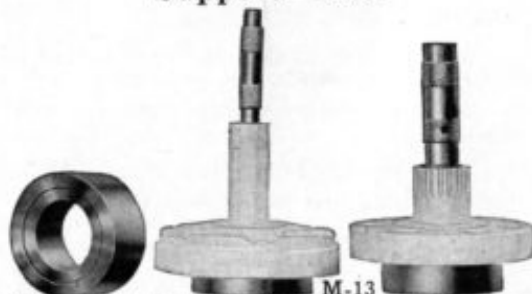
E-3

This device is used for clamping the three bands in the center when assembling Ford transmissions.

The pedal shafts are easily slipped to rest in the notches of the clamp.

Made of high quality steel, and will render long and satisfactory service. Neatly boxed. Length, 12". Weight, 2 lbs.

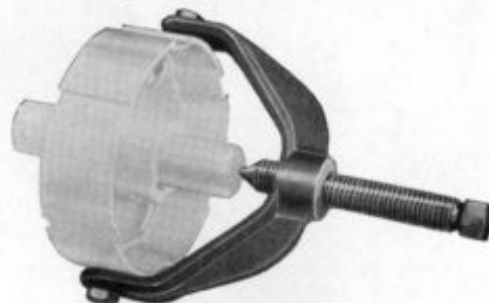
Dearborn Transmission Drum Support—Ford



M-13

This support holds the Ford transmission drums so that there is no danger of cracking or marring them when removing or replacing the bushings. Can be used to good advantage on arbor press or on work bench. Recommended for use with X bushing drives. See illustration. Weight, 5 lbs.

Dearborn Transmission Clutch Disc Drum Puller—Ford



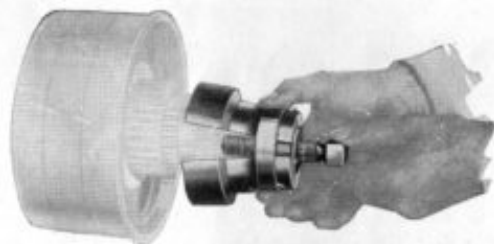
B-16

The B-16 puller has been designed to pull the Transmission Clutch Disc Drum without danger of damaging the drum or shaft.

Made of forged steel, with pointed steel screw, and two steel adjusting screws which screw into the holes especially provided in the disc drum.

A valuable time saver. Shipped in neat box. Weight, 2 lbs.

Dearborn High Speed Gear Puller Ford



B-7B

All mechanics, who have worked on a Ford transmission, know how tight the High Speed Gear No. 3317 sticks at times. The combination puller illustrated above, which also pulls the drive pinion No. 2597, has been designed to pull the gear easily, and without danger of damaging the gear.

Made of steel, accurately machined, and constructed so that none of the parts can be lost. Provided with floating screw so that the head can be hit with a hammer to jar the gear loose without danger of stripping the thread.

Shipped in neat carton.

Weight, 3½ lbs.

Dearborn Transmission Band Holding Clip—Ford



E-2

This clip will hold the three band ears, keeping them in absolute center of the transmission, while adjusting the nuts. Made of best grade steel, and will not become distorted as is the case with most home made clips. Weight, 6 ozs.

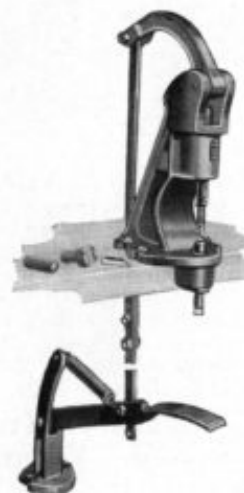
Dearborn Universal Brake Band Riveter



R-11A



R-11B in Operation



R-11B

The R-11A (Hand Type) and R-11B (Foot-Power Type) Riveting Machines are unique in that they will cut out the old rivets and lining, as well as rivet in the new lining. They are supplied complete with two dies, one of which turns the ends of the split rivet back into the lining, and the other splits the tubular rivet six ways, and curves the ends back into the lining, thus holding the lining securely, and eliminating danger of the rivets scratching against the brake drum.

Both machines are simple. Anybody in the shop can operate them, and accomplish the job better and quicker than could be accomplished with an ordinary hammer and anvil. They do not spring the brake band out of shape, or fracture the legs of the rivets, as are often the results under the hammer and anvil method.

Both the R-11A and R-11B Machines will accommodate brake bands, Ford transmission bands, and clutch facings.

Both machines are supplied complete with the following equipment:

1. Chisel of high grade tool steel, hardened and drawn.
2. Die for split rivets.
3. Die for tubular rivets—split six ways.
4. Holder for rivets—special type.
5. Anvil for cutting out old rivets.
6. Adjustment for raising and lowering dies and anvil to accommodate any bands up to $2\frac{1}{2}$ ".

The R-11B is supplied complete with foot pedal, floor bracket, adjustable connecting rod and spring.

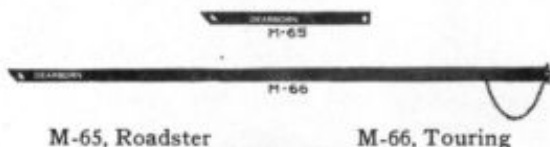
Features:

1. Universal type. Takes up to $2\frac{1}{2}$ " bands.
2. Accommodates brake bands, Ford transmission bands, and clutch facings.
3. Can be used with split rivets.
4. Can be used with tubular rivets—splits rivets six ways.
5. Turns ends of rivets back into lining.
6. Cuts out old rivets and linings.
7. Equipped with special adjustment to accommodate bands on any width.
8. Eliminates danger of damaging or distorting bands.
9. Simple and fast in operation.
10. A valuable asset to any shop.

Specifications:

Body.....	Cast iron
Handle.....	Cast iron, finished
Plunger.....	Hardened steel
Spring.....	Steel, coiled
Weight, R-11A.....	27 lbs.
Weight, R-11B.....	40 lbs.

Dearborn Top Bow Spacer Ford



M-65, Roadster

M-66, Touring

These Top Bow Spacers are used for the purpose of spacing the top bows when recovering tops. In ordinary use the top straps become stretched and torn. In order to insure a proper fit in putting on new top covers, the bows must be properly spaced. These Spacers hold the bows in proper position and save a lot of time and trouble.

The M-65 is for the Ford Roadster, and consists of two spacers—one for each side. Weight, 2 lbs.

The M-66 is for the Ford Touring car, and consists of two spacers—one for each side. Weight, 5 lbs.

Dearborn Piston Pin Bushing Removing and Replacing Tool



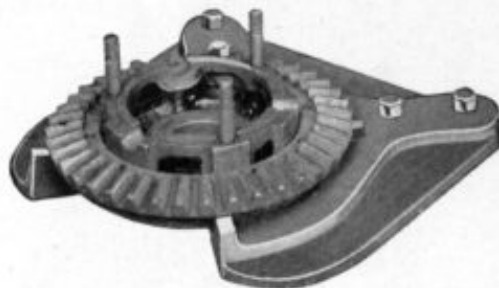
M-17

There is great danger of distorting or cracking the Ford piston if it is held in a vise or between a mechanic's knees, while removing and replacing the wrist pin bushings.

With the M-17 the job can be done quickly, and without any possible chance of distorting or cracking the piston. When removing the bushings the piston is supported on each side of the wrist pin hole, and the drift passes through to the lower bushing, thus driving out from the bottom, and relieving all strain. When replacing the bushings, the jig is turned on its side, and one leg fits between the bosses. The bushings are stopped just $\frac{1}{8}$ " below the boss.

Can be used with a hammer or an arbor press. Costs less and does more than any tool of the kind on the market. Weight, 10 lbs.

Dearborn Differential Clamp Ford



N-4

This clamp is a very useful device and saves considerable time on rear axle over-hauls.

It holds the differential assembly rigidly, and prevents turning when assembling or disassembling, also eliminates the necessity of clamping the shaft in a vise, which necessitates the loss of time, and sometimes results in damage to the shaft.

Recommended to all Ford Service Stations. A big time saver. Weight, 23 lbs.

Dearborn Bushing Extractors



B-20

This Bushing Extractor removes bushings under one inch in diameter. It is practically a UNIVERSAL tool for all cars, and will remove bushings from pistons, spindle bodies, gears, etc., quickly and without danger of damage to parts.

It is also adapted for removing all bushings on Ford cars, except the three large transmission bushings.

Bolts to bench and saves considerable time.

Shipped complete with 8" leverage handle. Body of cast iron. Screw of hardened steel. Weight, 9 lbs.

Dearborn Cylinder Front Cover Gauge—Ford



C-8

This gauge eliminates all guess work, when assembling front cover with camshaft and insures a perfect, even spark at all times.

Made of machine steel and accurately machined.

Weight, 2 lbs.

Dearborn Ford and Ford Truck Rear Axle Sleeve Pullers



B-12, Ford

This sleeve puller has been designed for the quick and efficient removal of the Ford rear axle roller bearing sleeve. It saves considerable time and eliminates any danger of injury to the sleeve or axle shaft.

One big advantage is that it can be used for both ends of the housing, and it will pull the sleeve with the shaft in or out.

A hardened steel paul operated by a coil spring in the plunger engages in hole in the sleeve, and the sleeve is removed by simply turning the handle against the fork.

Rigid construction. Will not break with ordinary use. Shipped in neat carton. Weight, 7½ lbs.



B-13, Ford Truck

This sleeve puller is identical in purpose and design to B-12 puller for Ford rear axle sleeves, except that it is of larger dimensions, and of heavier construction.

Shipped in neat carton.

Weight, 15 lbs.

Dearborn Spring Perch Pusher Ford



B-14

As a result of popular demand for a good sturdy pusher for the Spring Perch of the Ford front axle, Dearborn engineers have designed one that is rigid in construction, and fast in operation.

The pusher is very simple. It clamps over the top of the axle, and the set screw forces the perch up from the bottom, without danger of damage to perch or axle. Much safer and more reliable than using a hammer.

Made of cast steel with case hardened pointed set screw. Weight, 9 lbs.

Dearborn Wheel Pullers



B-1

B-2

B-8

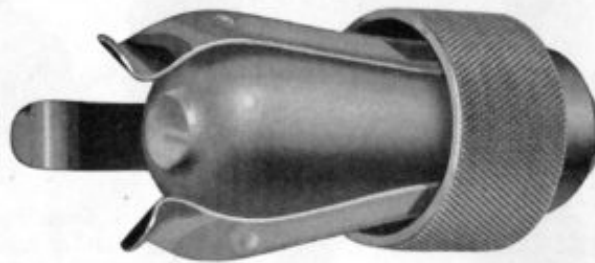
These pullers are made of high grade cast steel, with case hardened ball point set screw. Designed to pull the front and rear wheels without danger of damaging the hub or axle shaft.

The B-1 pulls all wheels of Ford, also Chevrolet "490", and models prior to 1922. Weight, 4 lbs.

The B-2 pulls all wheels of Ford Truck, and Chevrolet "Superior" model. Weight, 5 lbs.

The B-8 pulls all wheels of the Overland. Weight, 5 lbs.

Dearborn Universal Wheel Puller



B-40
(Patents Pending)

The new Dearborn Universal Wheel Puller, No. B-40, has been designed to meet the demand for a tool which will remove all wheels regardless of size, and thereby make it unnecessary for the mechanic to have a special wheel puller for every job. The B-40 gives the all around utility that only a Universal Puller possesses.

It is not only a valuable tool for the Service Station, but also is extremely useful to the Car Owner. It is an efficient tool, sturdily built, and easily and quickly operated.

Features:

1. **UNIVERSAL.** The B-40 pulls all wheels, regardless of size.
2. **NEVER DAMAGES** thread, hub or axle parts. The Universal Puller does not screw on the axle, but snaps on axle nut.
3. **CANNOT SPRING AXLE.** An off-center blow is not passed to the axle shaft. The spring fingers always counter the effect of the blow.

4. **WILL NOT SLIP OFF AXLE SHAFT NUT.** The spring fingers give a vise-like grip.
5. **THE COLLAR** cannot slip over end, so cannot be lost.
6. **CONVENIENT SIZE.** Easily fits in any mechanic's tool kit.

Specifications:

BLOCK is one piece. Made of tempered, carbonized, hardened steel.

SPRING FINGERS are of crucible spring steel.

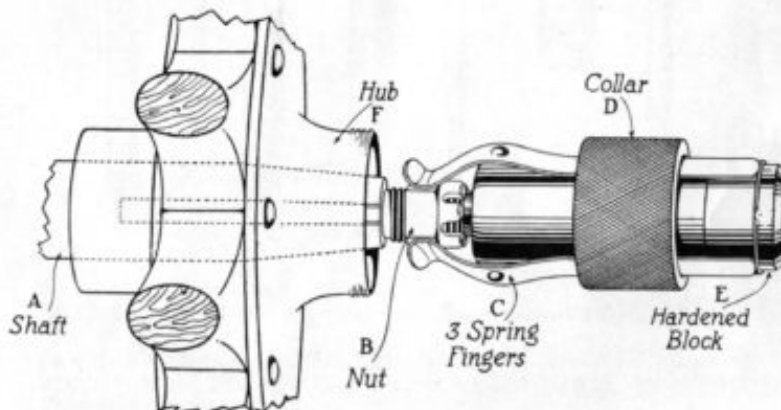
COLLAR is of cold hardened steel.

SHIPPING WEIGHT,

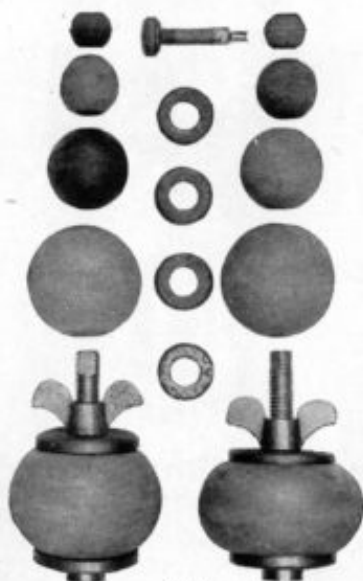
1½ lbs.

Directions for Use of Dearborn Universal Wheel Puller:

After removing hub cap from hub F, pull out cotter key, and turn back, or loosen, axle nut B until axle nut is flush or even with end of axle shaft A. Then with collar D pushed back to loose position, push puller spring fingers C onto axle nut B so that three spring fingers contact on three flat surfaces of nut B. Now push collar D forcibly in toward hub F, thus tightening springs C on nut B, being careful that Puller is in straight line with axle shaft. Jack up wheel opposite to the one being pulled. Holding Puller with left hand, strike hardened block E good sharp blow, which will loosen wheel.



Dearborn Radiator Test Plug Set—Universal



H-5

This set of radiator test plugs will prove very valuable in any radiator repair shop, service station or garage. They are adapted to all kinds and makes of radiators. Screws and retaining washers made of

Dearborn Radiator Test Plug Set—Ford



H-3

H-1

H-2

Complete Set H-4

A complete set of radiator test plugs for Ford radiators, including radiator cap plug, inlet plug, and outlet plug. A very useful set for Ford service stations, garages or shops specializing in radiator repair work.

Radiator cap plug includes a retaining air valve.

All parts, including rubbers can be replaced or purchased separately.

Made of brass, and high grade India rubber.

Shipped complete in neat carton.

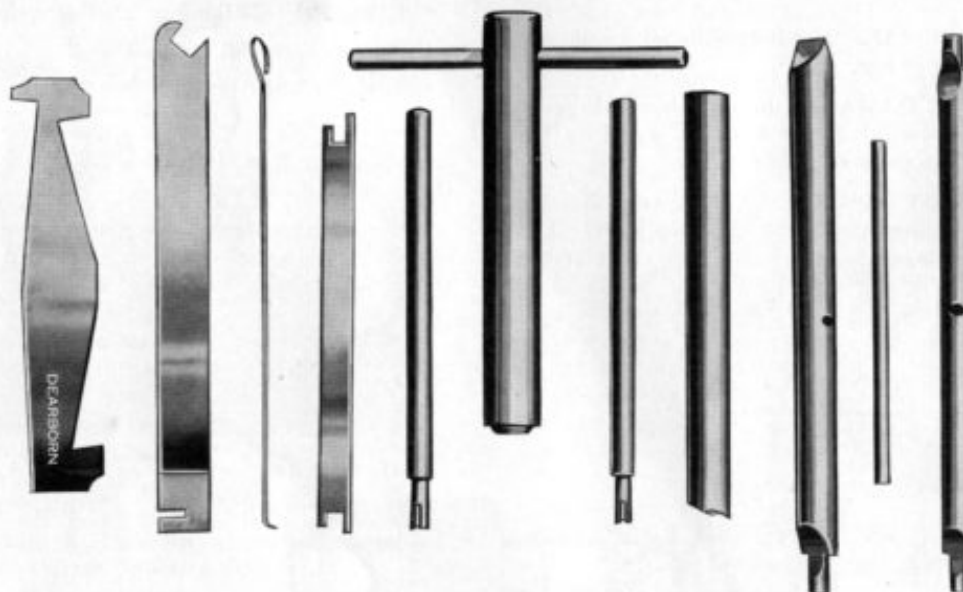
Radiator cap test plug.....	H-1
Outlet test plug.....	H-2
Inlet test plug.....	H-3

brass. Wing nuts of malleable iron, and rubbers of genuine high grade India rubber.

Supplied complete with rubbers from $\frac{7}{8}$ " to $2\frac{1}{2}$ ", washers, and Schrader valve.

Can be purchased separately or in sets. Shipped complete in neat carton.

Dearborn Carburetor Tool Set for Fords



M-67

This Carburetor Tool Set has been designed to assist dealers in repairing Holley Model N-H, and Ford Kingston L-2, and Kingston L-4 carburetors.

It consists of a complete set of tools necessary for quick and accurate adjusting and repairing of the above carburetors, including the New and Old style Holley.

Shipped complete in neat carton.

Weight, 1 lb.

Dearborn Universal Utility Pullers



B-10



B-11

The B-10 Three Arm Puller has been designed for general utility work. It will prove exceptionally useful for pulling timing gears, generator gears, bearings, and practically all gears up to 6"; also with the B-4C Adapter—(see lower illustration)—for pulling the drive shaft sleeve of Ford and Chevrolet drive shafts.

The B-11 Four Arm Puller is more of a universal puller than the B-10, because it can be used either as a four arm, or two arm puller, and by reversing the screw it can be used as an internal puller, for pulling inner ball bearings, etc. Particularly useful for pulling the universal joint, using two arms, also generator gears, bearings, and the Ford and Chevrolet drive shaft sleeve—(see illustration)—with B-4C Adapters.

Arms of forged nickel steel, heads cast steel, and screw of high grade screw stock. Weight, 5 lbs.

B-4C Adapter consists of two semi-circles of case hardened steel, over which fits a ring. These semi-circles fit over the sleeve, which is caught by a shoulder inside the semi-circles, and held in place by the ring. The arms of the B-10 and B-11 Pullers catch behind another shoulder on the semi-circles. Sold separately. See price list.

Front Wheel Bearing Cone Puller and Driver—Ford



B-9

This puller has been especially designed to pull the Ford Front Wheel Bearing Cones without dismantling the spindles.

Dearborn Drive Pinion Puller Ford



B-7B

This combination gear puller, which will also pull the Ford Transmission Drive Gear No. 3317, enables the mechanic to remove the Drive Pinion Gear No. 2597 quickly, and without danger of damaging the gear or shaft. A much safer and more reliable method than by using a cold chisel and hammer.

Constructed so that none of the parts can be lost. The hardened steel set screws operate in a floating nut, so that it can be hit with a hammer, to jar tight gears loose, without danger of stripping the threads.

Made entirely of steel, and built for heavy duty. Shipped in neat carton. Weight, 3½ lbs.

Dearborn Camshaft Bearing Parter—Ford



M-61

A very useful tool, and one that should be used more extensively.

With the tool shown above it is possible to split Ford Camshaft Bearings quickly, and without any danger of distorting or marring the bearing. Much quicker and more reliable than chiseling or sawing the bearings apart.

The tool is screwed or bolted to the bench, and the bearing is slipped over the jaw, then the handles are pressed together quickly, thereby forcing the bearing apart.

Made entirely of bronze, with steel coil spring to force handles apart when pressure is released.

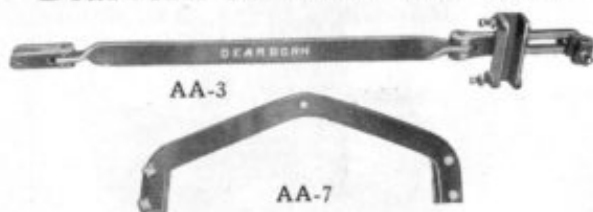
Shipped in neat carton.

Weight, 2 lbs.

The puller is constructed so that it engages against the back of the stationary cone, and the screw presses against the end of the spindle. The yoke prevents the jaws from spreading, and also acts as a guide which prevents the cone from wedging.

Heavy construction. Made of cast steel, with hardened steel set screw. Shipped in neat carton. Weight, 3 lbs.

Dearborn One-Man Tow Bars



AA-3 FORD TOW BAR is an absolute necessity in every service station, because it enables one man to handle two or more cars on drive-away jobs, instead of using one man for every car. There is no danger of the car or cars being towed running into and damaging the towing car.

It can also be used to good advantage for towing in wrecks or break-downs, in conjunction with service truck, using one man instead of two. Will pay for itself on one job.

Made of heavy flat bar steel, with cast steel fittings, and hardened steel set screws.

Length, 53". Weight, 30 lbs.

AA-7 SPECIAL CLEVIS, as illustrated, is supplied at extra cost for use with the AA-3 One-Man Tow Bar. Designed to clamp around rear spring of Ford car, or to bolt to back of service truck. Easy to attach. Will not strain rear end or universal joint.

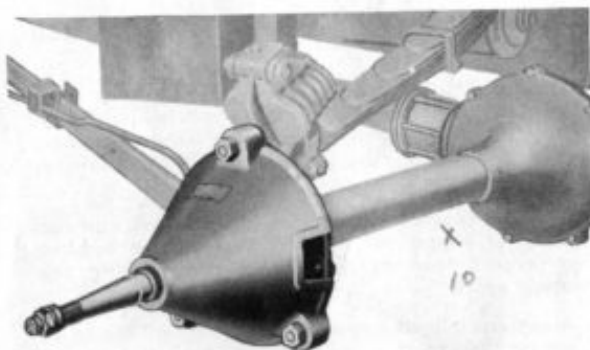
Made of heavy flat bar steel. Weight, 12 lbs.

AA-6 FORDSON TOW BAR is similar in construction to the AA-3 Ford Tow Bar, only much heavier. Designed for towing Fordson tractors without having a man on tractor being towed. Just the thing for moving tractors from railroad siding after unloading from freight car. Saves time of one man.

Made of heavy forged bar steel, and equipped with cast steel adjusting clamps. Length, 58".

Weight, 55 lbs.

Dearborn Emergency Wheel Clamp—Ford



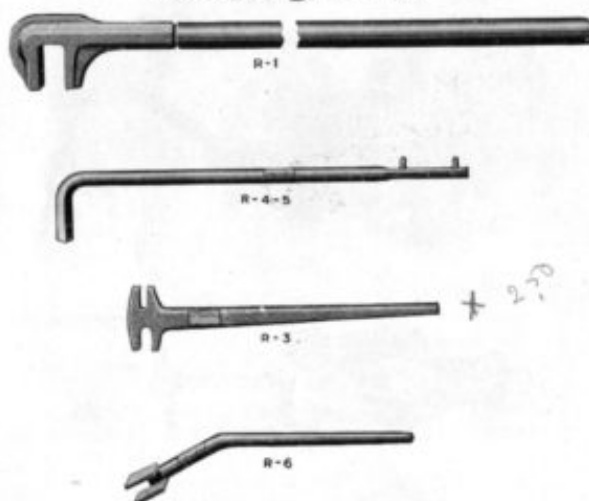
E-4

In case of a broken axle, locked differential, broken wheel, or other rear end trouble, this device can be clamped on the rear axle housing, an ordinary front wheel slipped on to the spindle, and the disabled car can be easily towed to the garage for repairs. Eliminates the use of an ambulance or wrecking crane, and saves time. Completely assembled wheel and clamp should be kept in service truck at all times.

Made of cast iron, and supplied complete with ball races, nut and washer, and three strong steel clamps.

Weight, 16 lbs.

Dearborn Testing Bar and Bending Irons



R-1 AXLE BENDING IRONS have been designed for straightening and tipping Ford front axles, and radius rods, without taking parts from car. Develops plenty of leverage, and makes job comparatively easy.

The heavy steel head is fitted into long steel pipe handle.

Length, 54". Weight, 19 lbs.

R-4-5 TESTING BAR is for testing the friction of Ford and Fordson bearings, when making adjustments, by turning the crankshaft in the bearings either with or without transmission assembled. Made of cast steel.

Length, 24". Weight, 7 lbs.

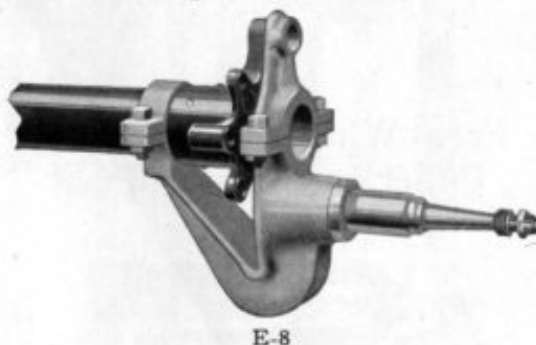
R-3 CONN. ROD BENDING IRON has been designed for the purpose of straightening connecting rods, headlight brackets and fender braces. Very useful. Note jaws of two sizes. Made of cast steel.

Weight, 2 lbs.

R-6 PEDAL BENDING IRON is for straightening and adjusting Ford foot pedals. Deep jaw—will not slip during operation. Made of cast steel.

Weight, 6 lbs.

Dearborn Emergency Wheel Clamp—Ford Truck

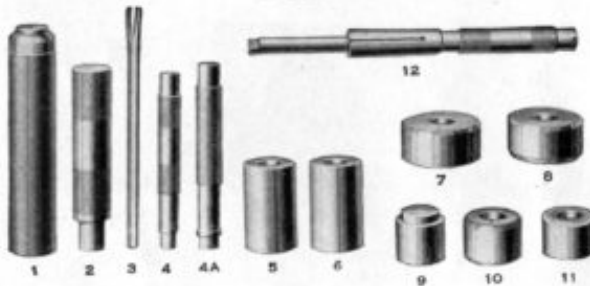


E-8

This device is made to clamp rigidly on the rear axle housing of a Ford Truck to permit the disabled truck to be towed in easily by using a Ford front wheel on the clamp. Easily and quickly attached. Eliminates the use of ambulance or wrecking crane, and saves considerable time and expense.

Made entirely of cast steel and supplied complete with ball races, and retaining nut. Weight, 35 lbs.

Dearborn Bushing Driver Set Ford



M-1 to 12 Set

This set of bushing drivers, and ball race tools will save considerable time when removing and replacing bushings and ball races of Fords. They will also eliminate danger of damaging or breaking parts. For use with an arbor press or hammer.

Made of high quality hardened steel to stand extra long and severe usage.

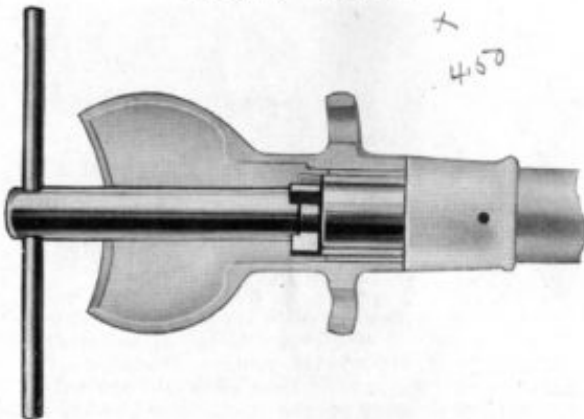
Shipped complete in neat box, or sold separately. See price list.

Weight in box complete, 25 lbs.

1. Stationary Cone Driver.
2. Handle for M-5, 6, 7, 8, 10 and 11.
3. Spindle Body Bushing Driver. (New style—Split.)
4. Spindle Arm and Spring Perch Bushing Driver.
- 4A. Triple Gear Bushing Driver.
5. Crankshaft Timing Gear Driver.
6. Axle Shaft Gear and Propeller Shaft Bearing Sleeve Driver.
7. Front Wheel Inner Ball Race Driver.
8. Reverse Drum Bushing Driver.
9. Driving Gear Puller Block.
10. Front Wheel Outer Ball Race Driver.
11. Slow Speed Drum Bushing Driver.
12. Transmission Brake Drum Bushing Driver.

Above tools can be ordered separately—see price list.

Dearborn Drive Shaft Bushing Facer—Ford



M-64

The M-64 is for facing off the flange of a new drive shaft babbitt bushing accurately so that the universal can be properly fitted to the drive shaft.

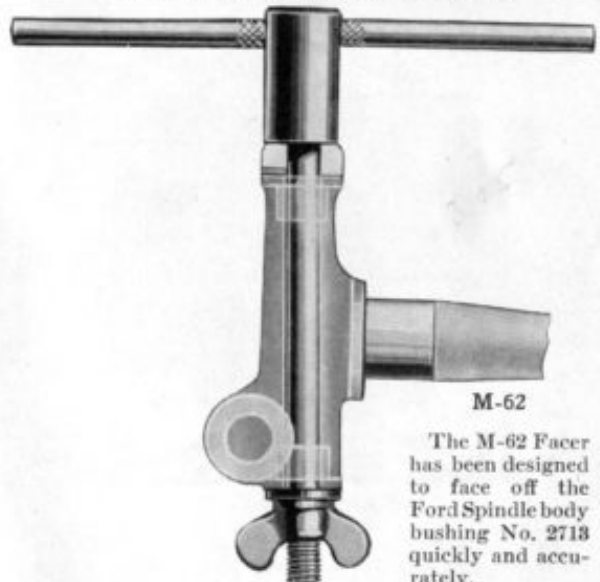
Pilot assures square face, and high speed tool steel cutters produce a nice smooth finish. **Heavy cutters can be replaced at small cost**, and it is not necessary to buy a whole new tool when they are damaged.

Long "T" handle provides plenty of leverage. Shipped in neat carton.

Weight, 1½ lbs.

Dearborn Spindle Body Bushing Facer—Ford

HAND AND DRILL PRESS TYPES



M-62

The M-62 Facer has been designed to face off the Ford Spindle body bushing No. 2713 quickly and accurately.

The guide passing through both the upper and lower bushings assures perfect alignment.

The compression wing nut and washer which is keyed to the shaft enables the operator to obtain even pressure on the cutter, thus obtaining a smooth finish.

The cutter is of high grade tool steel, accurately ground. **Can be replaced at small cost.**

Long "T" handle provides plenty of leverage. Shipped in neat carton.

Weight, 2 lbs.



M-63

The M-63 is for the same purpose as the M-62 facer, except that it is designed for use in a drill press. Shipped in neat carton.

Weight, 1 lb.

Dearborn Surface Plates



F-1 and F-2

An accurate levelling plate is a very important piece of equipment in any service station.

These plates can be used for checking main bearing and connecting rod caps when filing; also wrist pins, ring gears, and other milled parts, which need to be fitted accurately.

The plates are made of cast iron, thoroughly seasoned to prevent warping, accurately machined and tested on a master plate.

Shipped in individual wooden box.

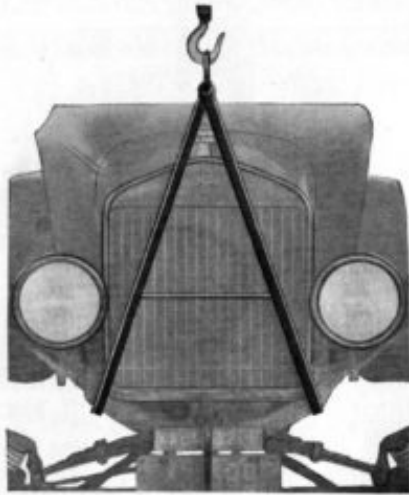
F-1—8" x 10".

F-2—12" x 16".

Weight, 16 lbs.

Weight, 40 lbs.

Dearborn Front End Lift Hooks Ford



AA-2

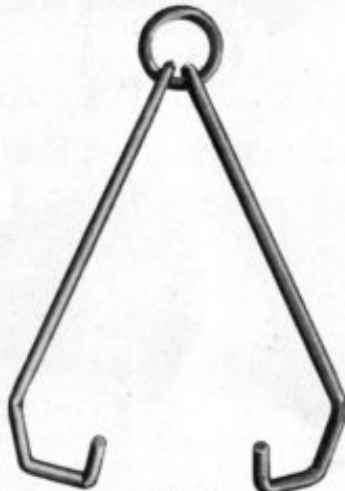
The AA-2 hook has been designed to fit under the cross member for lifting the complete front end of a Ford car, when it is necessary to remove or repair the front axle or spring. Will accommodate new style Fords.

Eliminates all danger of car slipping, or possible damage to radiator, and head lights.

Can be used with any chain hoist or shop crane. Saves considerable time.

Made of strong, flat bar steel. Weight, 17 lbs.

Dearborn Universal Front and Rear End Lift Hooks



AA-8

The AA-8 Universal Lifting Hooks have been designed to lift the front or rear end of any car equipped with a horned chassis, without any danger of damaging the head lights, fenders, radiator, or body.

The hooks are easily attached, and when used with a chain hoist, or shop crane, will save considerable time on axle over-hauls.

Made of heavy forged steel. Weight, 32 lbs.

Dearborn Rear End Lift Hooks Ford

By means of this device the rear end of a Ford car can be lifted from the ground and held securely, while the rear axle assembly or spring is being removed or repaired.

These hooks are simple, and easily attached to the lower flange of the frame. Two pins located in the side of the hooks prevent possible spreading, and eliminate danger of car being dropped.

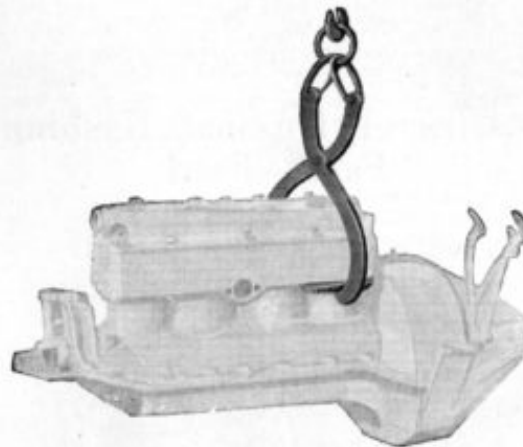
Designed to accommodate all models of Ford cars except the Ford Truck. Can be used with or without the tire carrier attached.



M-38A

Made of heavy forged steel, with strong steel chain. Weight, 25 lbs.

Dearborn Motor Lift Hook Ford



AA-5

This device does away with the old-fashioned, and dangerous method of lifting a motor by means of a rope or chain around the motor. It enables the motor to be lifted out of the chassis and carried to any part of the shop by one man, instead of two or three men, and eliminates possible damage to fenders, headlights, body or motor.

Note in illustration that the arm with two prongs clamps around cylinder No. 4, and the other arm falls against the block just above the valve covers. The block is balanced perfectly, and there is no danger of it slipping and falling.

Saves considerable time when used with a chain hoist or shop crane.

Made of cast steel. Heavy construction. Will not break. Weight, 9 lbs.

Dearborn Portable Motor Truck Ford



T-5

This truck has been designed to hold the completely assembled Ford Model "T" Motor, so that it can be moved from one part of the shop to another easily, when undergoing repairs.

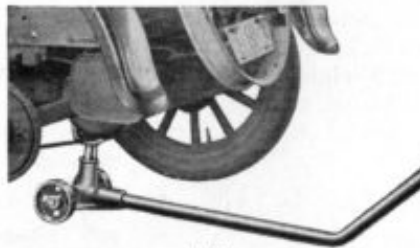
After the motor has been taken from the chassis it can be dropped into the Portable Motor Truck, and wheeled to the Motor Stand. It can then be disassembled on the truck, and the block lifted to the stand for repairs.

Saves considerable time, especially in small shops not equipped with over-head tracks, or shop crane.

Made of strong steel tubing welded at joints. Castor wheels are of ball bearing type, and firmly braced. They are correctly placed, and of sufficient size to run over an uneven shop floor without danger of truck tipping.

Length, 25". Width, 23". Height, 31". Weight, 32 lbs.

Dearborn Quick Lift Jack



T-4

This jack is designed so that the operator can lift the rear or front end of a light car with one pull on the handle.

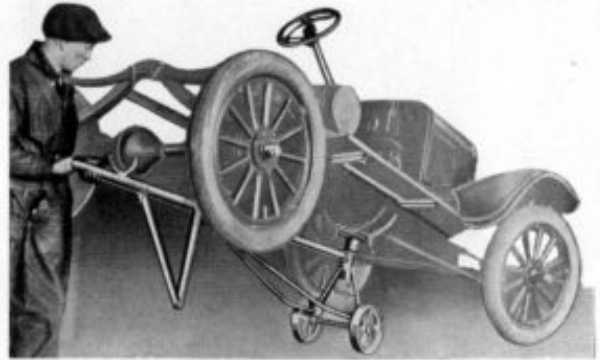
It is especially useful as a service jack for holding the car in position when changing tires, doing minor axle repairs, testing rear ends, etc. Also for moving cars about the shop.

Equipped with a swivel head so that the jack can be swung under the wheels, and the car moved in any direction, within its own length. The head can be adjusted to four different heights, from 8" to 12". A very useful piece of equipment in any garage. Saves time and space.

Body is of cast steel; saddle or swivel head of cast steel; handle of heavy steel tubing.

Handle, 54". Adjustments of height up to 12".
Wheels, 5". Weight, 36 lbs.

Dearborn Unloading Truck Ford



T-2

An essential piece of equipment for every Ford Dealer who receives carload shipments. Two (2) men raise the rear end, and one man operating the truck places the swivel head under the crank case from the side. By pulling down on the handle the chassis is raised from the floor, the handle then placed under the differential. The chassis is held in perfect balance on the truck until the wheels are assembled.

Eliminates need of two or three men, and enables the unloaders to accomplish the work faster, and without danger of damage to the chassis.

Length, 7' 4". Height, 26". Weight, 85 lbs.

Dearborn Body Handling Truck Ford



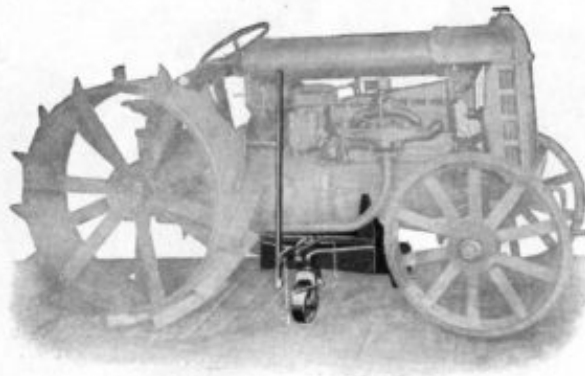
T-6

With this Body Handling Truck one man can unload bodies from a freight car, and with the assistance of two men the body can be slid directly on to the chassis.

The supporting members are slightly curved at the ends so that the body will slide easily.

Made of 1½" Angle iron, riveted rigidly at all joints. Wheels of malleable iron, 10" diameter.
Length, 6' 6". Width, 30". Height, 33". Weight, 96 lbs.

Dearborn Unloading Truck for Fordson Tractor



T-8

The Dearborn Fordson Unloading Truck has been designed to assist Ford dealers in the unloading and handling of Fordson Tractors.

The Truck was originally designed for the Ford Motor Co., and is used every day at the River Rouge plant for loading Fordson Tractors into freight cars for shipment to branches and dealers.

This truck is very strong in construction and very simple in operation. Its use will prove more satisfactory and give better service than ordinary jacks. In addition to its great value for unloading purposes, it can be used for moving the Fordson Tractor on display floor or in the warehouse.

Operation:

The truck is run under the belly of the tractor, which is balanced perfectly by means of

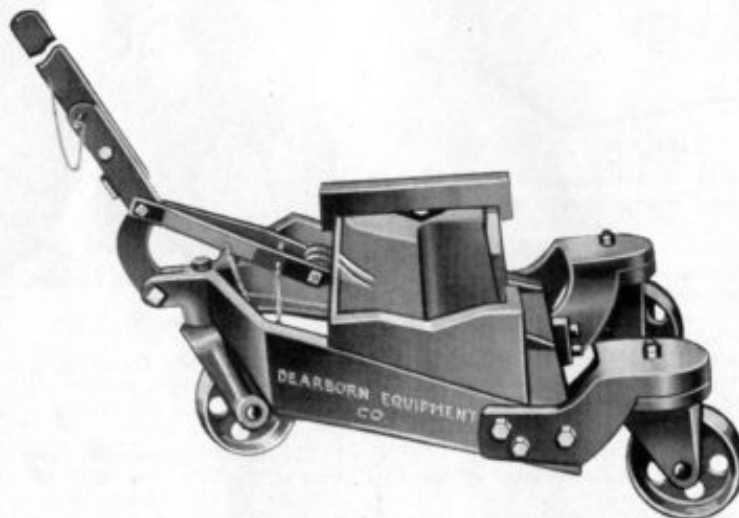
Hard Maple support blocks. The long lever handle enables the operator to lift the complete tractor off the floor, and swing it in any direction within its own length.

Construction:

The main body of the Truck is a heavy iron casting. The handle and wheel brackets are of cast steel. The wheels are swivel roller bearing type of sufficient width to eliminate the possibility of breaking through freight car floor with load. The wood supports are of Hard Maple cut to correct size and shape.

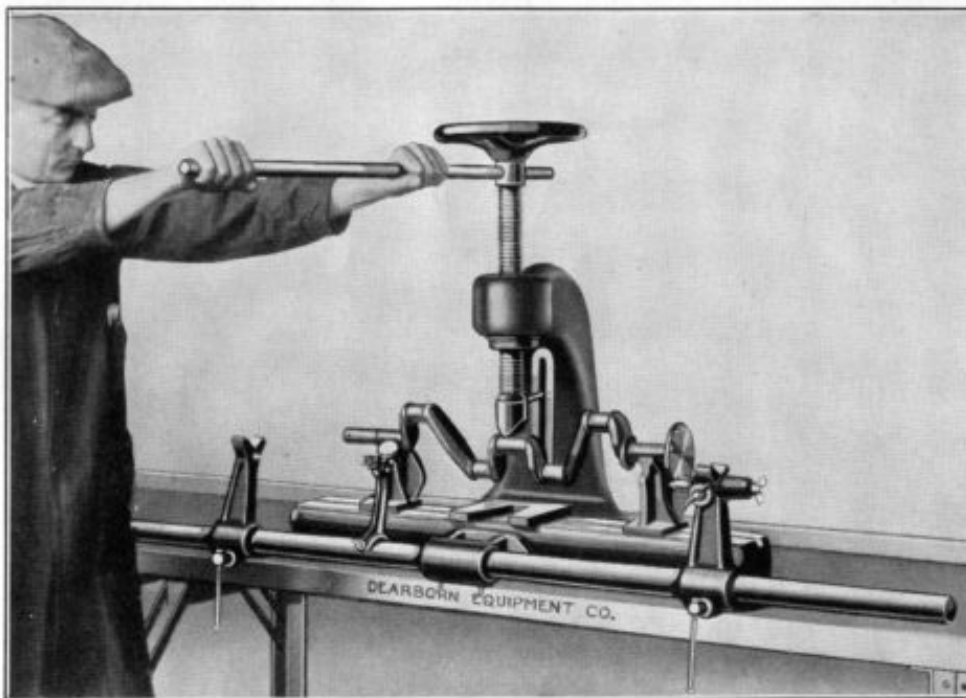
Specifications:

Length	70"
Width	35"
Height	12"
Raising Height.....	4"
Shipping Weight.....	251 lbs.



T-8

Dearborn Crank- and Camshaft Straightening Press



P-2A

This piece of equipment is very essential for service stations and garages specializing in motor repairs, because every crankshaft, old or new, should be tested for accuracy, and if found to be inaccurate should be straightened before attempting to assemble motor.

With the Dearborn Straightening Press it is possible to test and straighten camshafts or crankshafts within .001 of an inch, and the job can be done quickly.

This press can also be used for straightening axle shafts, drive shafts, and for pressing gears and bushings. It will develop approximately 15 tons pressure.

Construction:

The main body is a heavy iron casting, properly reinforced to resist all working strains,

and insure absolute rigidity. A bronze bushing, through which the pressure screw operates, is fitted into the head. This bushing is exceptionally heavy, and will withstand severe wear and strain.

The pressure screw is of carbon steel, equipped with a cast steel head.

The "V" blocks for supporting the shafts are cast iron. These blocks slide easily on the planed surface of the base casting.

The grooved shaft supporting the test centers is of cold rolled steel accurately machined and finished.

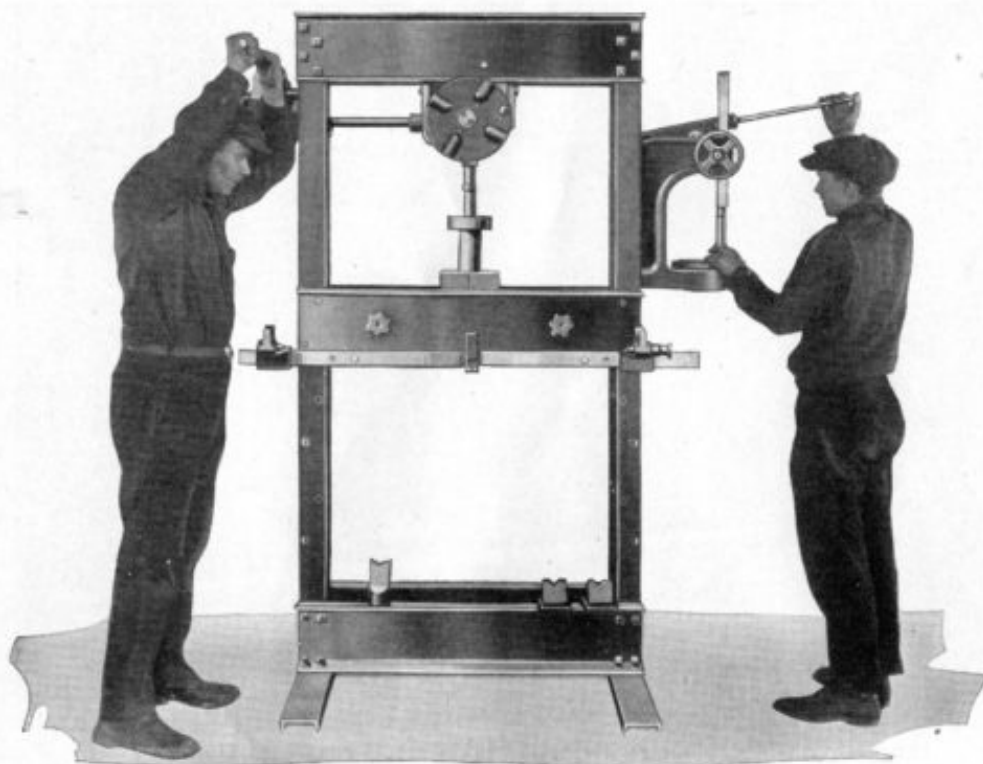
The test centers are of hardened steel. These centers slide easily along the shaft to accommodate shafts of various lengths.

A Starrett dial indicator, complete with attachments is supplied with each press.

Specifications:

Capacity between blocks.....	32"	Will swing circle.....	9"
Capacity between centers.....	62"	Hole in base under screw.....	3 1/2"
Capacity over table.....	10"	Capacity.....	15 tons
Size of Screw.....	1 3/4" x 20", 4 pitch	Net Weight.....	270 lbs.
Height over all.....	24"	Shipping Weight.....	347 lbs.

Dearborn Special Service Station Arbor Press



P-9 Press Showing High Pressure Operation and
Rack and Pinion Press

The P-9 Press embodies features not found in any other arbor press. The combination of the rack and pinion and the screw type leverage enables us to offer the most powerful arbor press it is possible to obtain and still give the speed so necessary in modern practice.

The Press actually develops **50 tons** pressure, and at the same time is fast in operation.

The simple leverage, operating from the front, consists of a set of bevel steel gears driving the $2\frac{1}{4}$ " 4-pitch screw. The thrust is carried by a heavy duty chrome ball bearing. Approximately 25 tons pressure can be obtained through this mechanism, and fast work produced. On the left side of the press, operated by hand lever, we have incorporated our patented compound leverage device, which also operates through the center bevel gears. This is available for instant use, and **50 tons** pressure may easily be obtained by **one man**.

The screw or ram can be adjusted quickly to any height by means of the hand wheel in the center.

Construction:

UPRIGHTS are made of heavy I beam, into which holes are staggered to accommodate various adjustments of table heights.

CROSS MEMBERS are heavy channel iron bolted securely to uprights.

GEARS are of chrome nickel steel.

CASTINGS are all of steel, except support blocks.

THRUST BEARING is ball bearing type of chrome nickel steel.

RAM or SCREW is of special hardened steel.

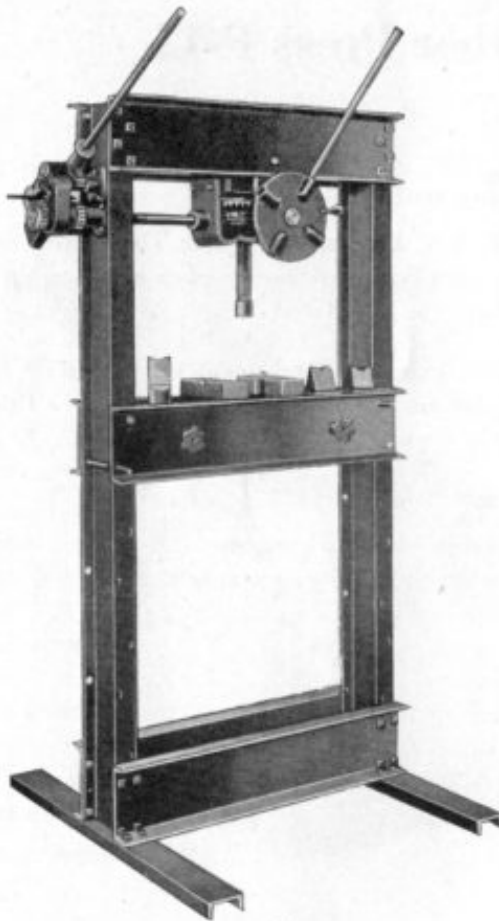
Equipment:

The P-9 Press is supplied complete with two adjustable tables of channel iron, two "V" blocks, a nose for screw ram, two table plates, and two operating handles.

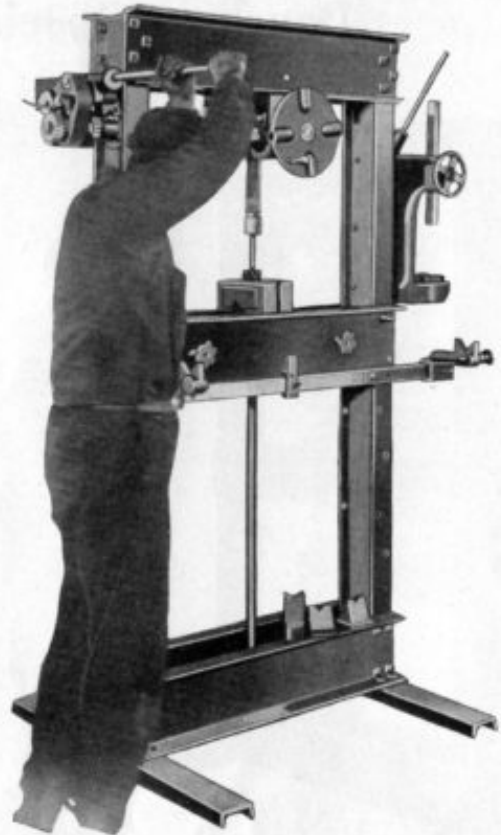
The small Rack and Pinion Press No. 13 $\frac{1}{4}$, which is exceptionally useful for light work, and the attachment for testing and straightening crankshafts, camshafts, axle shafts, etc., are supplied as extra equipment. A special dial indicator with bracket is also supplied as extra equipment. (See price list.)

This Press can also be supplied with a capacity of 42" between uprights at a small additional cost. This is listed as No. P-10 Arbor Press. All other specifications are the same as P-9.

For complete specifications see page 41.



No. P-9 Press With Regular Equipment



No. P-9 Press Showing Side or High Pressure Operation. Screw is Released and Run Up by Reverse Ratchet Pawl.

Specifications Press No. P-9

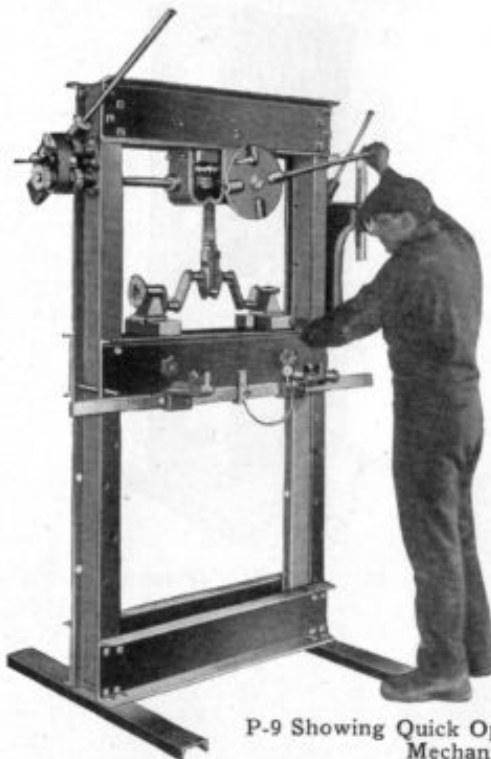
Distance between uprights.....	34"
Maximum capacity ram to bottom table.....	58"
Total height.....	68"
Pressure (one man).....	.50 tons
Travel of screw.....	16"
Floor space.....	40" x 41"
Opening between tables.....	6"
Weight.....	750 lbs.

Rack and Pinion Press No. 13 $\frac{1}{4}$

Diameter of work.....	14"
Largest arbor.....	1 $\frac{1}{8}$ "
Size of ram.....	1 $\frac{1}{4}$ " x 1 $\frac{1}{4}$ " x 16 $\frac{1}{2}$ "
Height.....	20"
Leverage.....	48-1
Capacity over table.....	11"
Weight.....	115 lbs.

Straightening Attachment

V's and centers are both furnished so that work may be tested from centers or bearings.	
Length of straightening bar.....	54"
Weight complete.....	32 lbs.



P-9 Showing Quick Operation on Front Mechanism

Dearborn Special Arbor Press P-12



P-12 Showing Pressure of
25 Tons

In producing the Arbor Press No. P-12 it has been our aim to manufacture a tool not only at a reasonable price which is within the reach of every Service Station, but also one which has the capacity to take care of practically all press operations pertaining to automobile and truck service work.

The P-12 is a quick acting screw press with a capacity of 25 to 30 tons. The ram or screw is operated by our ratchet device (patent applied for) and may be run up or down by simply giving the engaging pawl one-half turn. The construction of these working parts is of special analysis steel and malleable iron, insuring permanent service without cost for upkeep. Thrust of screw is carried by a heavy duty chrome ball bearing. The hand wheel at front enables the operator to instantly run screw to the work before lever is engaged.

There are three positions for the top tables, and the construction is such that they may easily be placed where desired by one man in one minute.

Equipment:

Two V Blocks, two Table Plates, and one Nose for Screw are furnished as regular equipment.

Straightening Attachment and Dial Test Indicator are supplied at extra price. (See Price List.)

Specifications P-12:

Distance between uprights.....	33"
Maximum capacity of ram to bottom table.....	56"
Total height.....	75"
Pressure (one man).....	25 to 30 tons
Travel of screw.....	16'
Floor space.....	38" x 36"
Opening between tables.....	5"
Pitch of screw.....	4
Weight.....	650 lbs.

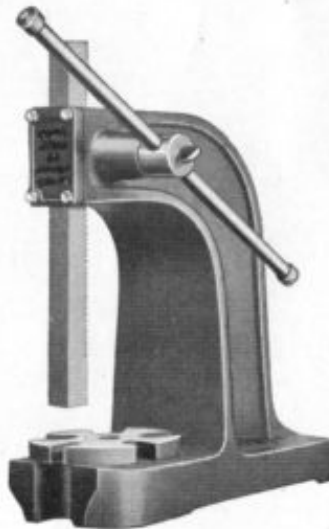


P-12 With Straightening
Attachment

Dearborn Leverage Press



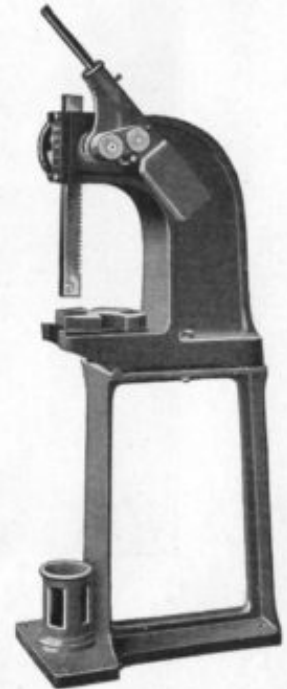
P-1½
On Pedestal



P-O



P-00



P-3S
On Pedestal

Presses Nos. P-00, P-O, and P-1½ are sturdy, fast working, simple leverage presses. They are built particularly for light production work where speed of operation is essential. Watch and clock manufacturers and speedometer and electrical appliance manufacturers use many hundreds of these presses. They are very handy for removing or setting small bush-

ings, light riveting, and many jobs which constantly arise.

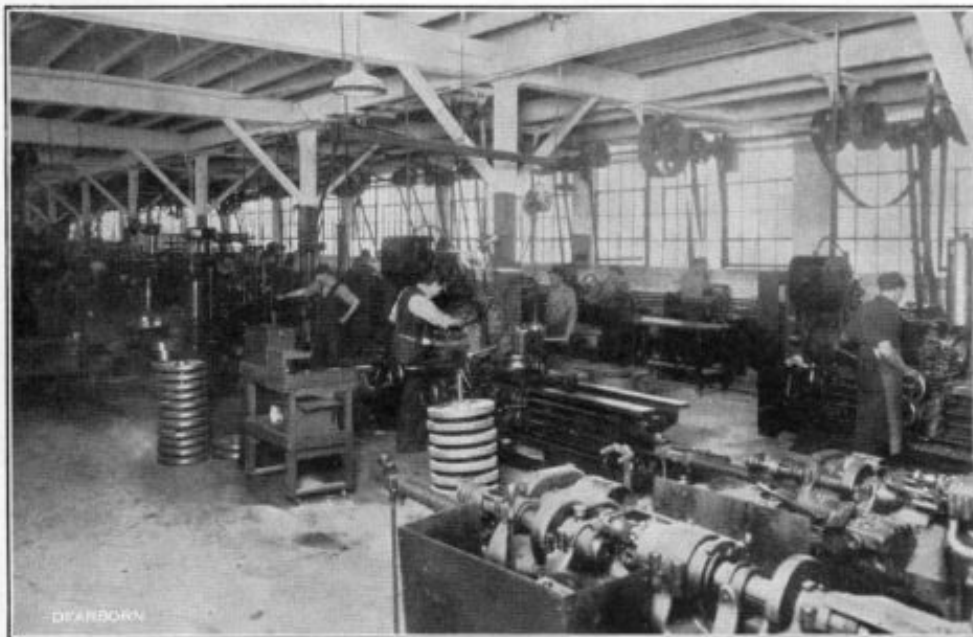
Press No. P-3S is also a simple leverage machine, but many times heavier. It is in use in practically all automobile factories on production and repair work. Many automobile service stations also use this tool.

Specifications

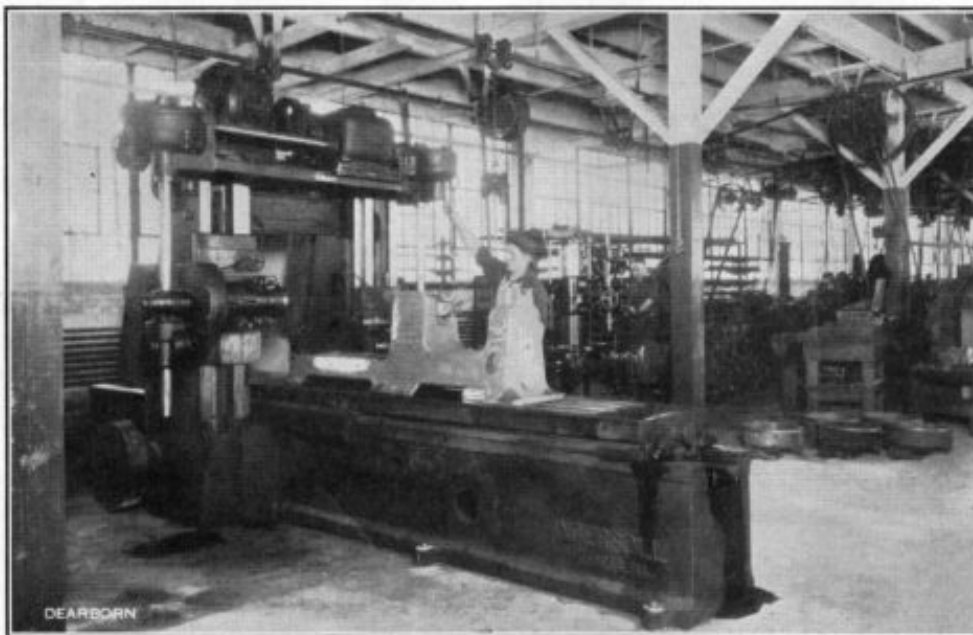
Press No.	Diameter of Work Inches	Largest Arbor Inches	Capacity Over Table Inches	Length and Diameter of Ram Inches	Floor Space Inches	Height Inches	Leverage	Weight Pounds	Weight Pedestals	Approx. Tons Pressure
P-00	10	1 1/8	8	1 x 1 x 12	Bench 6 x 14 1/2	14 1/2	36-1	65		1
P-O	14	1 3/8	11	1 1/4 x 1 1/4 x 16 1/2	Ped. 15 x 22	20	48-1	115		2
P-1 1/2	14	1 3/8	11	1 1/4 x 1 1/4 x 16 1/2	Ped. 15 x 22	20	48-1	125	102	2
P-3S	20	4	16	2 x 2 x 22	Ped. 15 x 22	30	55-1	420	275	5



Every Dearborn Tool is Made in The Dearborn Shops



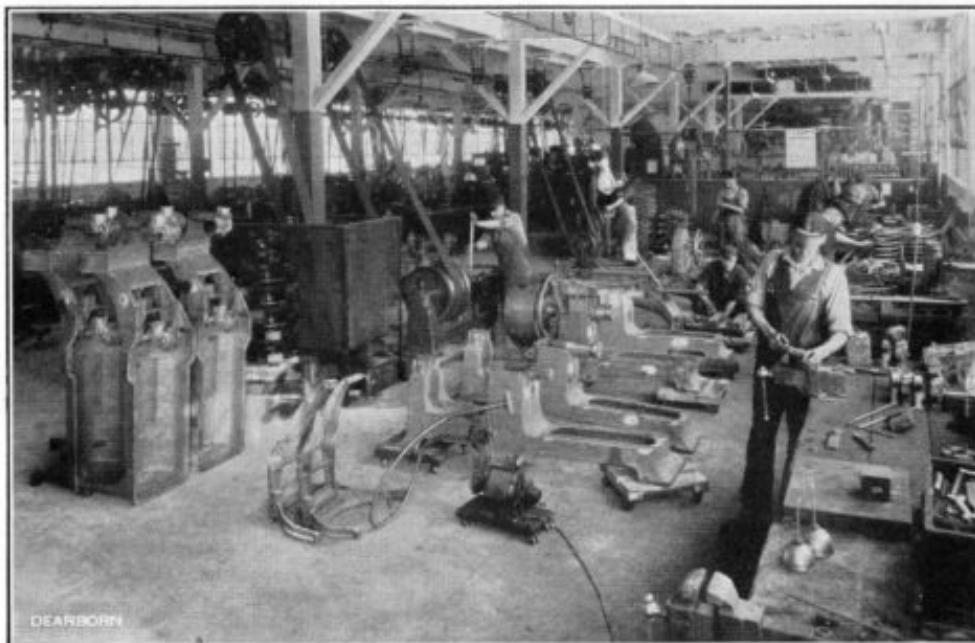
Machine Shop



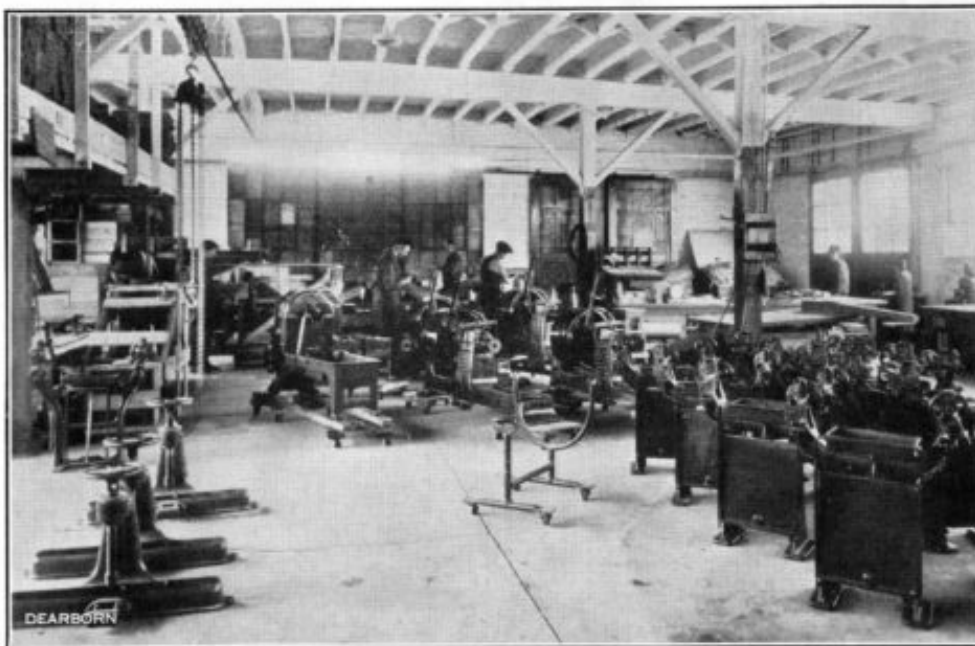
Showing One of the Production Machines



Every Dearborn Tool is Made in The Dearborn Shops



Assembly Department



Shipping Room

Cat. Page	Symbol	Name of Article	Price
34	H-5	Radiator Test Plug Set—Universal.....	\$ 8.00
		Extra Set Rubbers for H-5.....	5.75
28	L-2	Ford Transmission Bushing Reaming Machine, complete.....	75.00
28	L-2A	Ford Transmission Bushing Reaming Machine, without reamers.....	48.00
28	L-3304	Transmission Reverse Gear Bushing Reamer.....	10.00
28	L-3309	Transmission Slow Speed Gear Bushing Reamer.....	7.00
28	L-3314½	Transmission Triple Gear Bushing Reamer.....	4.50
28	L-3320BC	Transmission Sleeve and Driving Plate Bushing Reamer.....	5.50
28	L-2B	Set of Four Reamers, as above, neatly boxed.....	27.00
37	M-1	Stationary Spindle Cone Driver.....	1.50
37	M-2	Handle for M5, 6, 7, 8, 10 and 11.....	1.10
37	M-3	Spindle Body Bushing Driver and Inner and Outer Ball Race Remover.....	.80
37	M-4	Spindle Arm and Spring Perch Bushing Driver.....	1.10
37	M-4A	Triple Gear Bushing and Piston Pin Driver.....	1.10
37	M-5	Timing Gear Driver.....	1.65
37	M-6	Axle Shaft Gear and Propeller Shaft Bearing Sleeve Driver.....	1.85
37	M-7	Front Wheel Inner Ball Race Driver.....	2.25
37	M-8	Reverse Drum Bushing Driver.....	1.65
37	M-9	Driving Gear Puller Block.....	.90
37	M-10	Front Wheel Outer Ball Race Driver.....	1.40
37	M-11	Slow Speed Drum Bushing Driver.....	1.25
37	M-12	Transmission Brake Drum Bushing Driver.....	4.00
37	M1-12	Complete Set Bushing Drivers and Ball Race Tools—Ford—neatly boxed.....	20.00
29	M-13	Transmission Drum Support—Ford.....	2.50
31	M-17	Piston Pin Bushing Removing and Replacing Tool—Ford.....	6.50
38	M-38A	Rear End Lift Hooks—Ford.....	10.00
35	M-61	Camshaft Bearing Part—Ford.....	3.00
37	M-62	Front Wheel Spindle Body Bushing Facer—Hand type—Ford.....	3.25
37	M-63	Front Wheel Spindle Body Bushing Facer—Drill Press type—Ford.....	2.50
37	M-64	Drive Shaft Bushing Facer—Ford.....	4.50
31	M-65	Top Bow Spacer—Ford Roadster.....	1.25
31	M-66	Top Bow Spacer—Ford Touring.....	2.50
34	M-67	Carburetor Tool Set, complete.....	6.50
26	N-2	Motor Bench Clamp—Ford.....	16.00
26	N-3	Motor Bench Clamp—Fordson, with pedestal.....	24.00
26	N-3X	Motor Bench Clamp—Fordson, without pedestal.....	8.00
31	N-4	Differential Holding Plate—Ford.....	4.00
26	N-5	Motor Bench Clamp—Ford.....	12.00
45	P-0	Arbor Press—Simple Leverage—without Pedestal.....	35.00
45	P-00	Arbor Press—Simple Leverage—without Pedestal.....	25.00
45	P-1½	Arbor Press—Simple Leverage—without Pedestal.....	40.00
45	P-1½	Arbor Press—Simple Leverage—with Pedestal.....	67.00
41	P-2A	Straightening Press (without Dial Indicator).....	95.00
		Dial Indicator for P-2A Straightening Press—extra.....	15.00
45	P-38	Arbor Press—Simple Leverage—with Pedestal.....	135.00
42, 43	P-9	Arbor Press—50 ton—35 inch—Compound Screw Type.....	135.00
42, 43	P-9	Arbor Press—50 ton—35 inch—with Straightening Attachment.....	151.00
42, 43	P-9	Arbor Press—50 ton—35 inch—with 2 Ton Rack and Pinion Attachment.....	170.00
42, 43	P-9	Arbor Press—50 ton—35 inch—with Straightening and 2 Ton Rack and Pinion Attachments.....	186.00
42, 43	P-10	Arbor Press—50 ton—42 inch—Compound Screw Type.....	165.00
42, 43	P-10	Arbor Press—50 ton—42 inch—with Straightening Attachment.....	185.00
42, 43	P-10	Arbor Press—50 ton—42 inch—with 2 Ton Rack and Pinion Attachment.....	200.00
42, 43	P-10	Arbor Press—50 ton—42 inch—with Straightening and 2 Ton Rack and Pinion Attachment.....	220.00
44	P-12	Dearborn Special Arbor Press.....	94.00
		Straightening Attachment for P-12.....	18.00
		Dial Indicators for all Presses.....	15.00
36	R-1	Front Axle Straightening Bar.....	5.50
36	R-3	Bending Iron for Connecting Rods, Lamp Brackets, Fender Irons, etc.....	2.50
36	R4-5	Bar for Testing Friction Ford and Fordson Bearings.....	2.25
36	R-6	Pedal Bending Iron—Ford.....	2.00
30	R-11A	Brake and Transmission Band Riveter—Hand type.....	20.00
30	R-11B	Brake and Transmission Band Riveter—Foot Power type.....	25.00
12	R-12	Final Test Fixture—Ford—For A-2 or A-4 Burnishing Machine.....	55.00
12	R-13	Ford Fixture for A-2 or A-4 Burnishing Machine.....	13.75
12	R-14	Fordson Fixture for A-2 or A-4 Burnishing Machine.....	19.50
12	R-15	Chevrolet Fixture for A-2 or A-4 Burnishing Machine.....	30.00
39	T-2	Car Unloading Dollie—Ford.....	25.00
39	T-4	Garage Floor Jack—Swivel Type.....	16.00
39	T-5	Portable Motor Truck—Ford.....	20.00
39	T-6	Body Unloading Dollie—Ford.....	27.50
40	T-8	Tractor Unloading Truck—Fordson.....	80.00
6	U-1	American Universal Burnishing and Running-in Machine without Fixture.....	415.00
6	U-1	American Universal Burnishing and Running-in Machine complete with U-6 and U-7 Ford and Fordson Fixtures.....	450.00
7	U-1A	American Universal Burnishing and Running-in Machine without fixtures, equipped for Motor Drive.....	515.00
7	U-1A	American Universal Burnishing and Running-in Machine complete with U-6 and U-7 Ford and Fordson Fixtures, equipped for Motor Drive.....	550.00
7	U-4	Fordson Running-in Fixture for U-1 and U-1A.....	73.00
7	U-5	Ford Running-in Fixture for U-1 and U-1A.....	60.00
7	U-6	Ford Burnishing Fixture for U-1 and U-1A, without Hold-Down Clamp.....	19.00
7	U-7	Fordson Burnishing Fixture for U-1 and U-1A without Hold-Down Clamp.....	16.00
8	U-8	Universal Burnishing and Running-in Fixture for U-1 and U-1A.....	100.00
7	U-9	Chevrolet Fixture for U-1 and U-1A, with special Hold-Down Clamp.....	20.00
27	U-32	Universal Connecting Rod Aligning Jig.....	40.00
		Extra Bushings for U-32, each.....	2.50

DEARBORN EQUIPMENT CO.

Kalamazoo, Michigan

PRICE LIST

Effective March 1, 1925

TO APPLY TO CATALOG

NO. 103

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

Cat. Page	Symbol	Name of Article	Price
11	A-2	Burnishing and Running-in Machine—Complete with R-13 and R-14 Ford and Fordson Fixtures for Burnishing and Running-in.....	\$375.00
11	A-2	Burnishing and Running-in Machine—Chevrolet with R-15 fixture.....	375.00
12	A-4	*Burnishing and Running-in Machine, Direct Motor Drive, complete with Special 15 H.P., 2 speed, 60 cycle, 3 phase, 110, 220, or 440 Volt motor and starter—Ford, Fordson or Chevrolet (For motors of other phase or cycle special quotations necessary).....	795.00
17, 18	A-10B	*Fordson Power Unit, complete (without Fordson Motor).....	115.00
19	A-11	*Ford Power Unit, complete (without Ford Motor).....	75.00
38	AA-2	Front End Lift Hooks—Ford.....	5.00
36	AA-3	One-Man Tow Bar—Ford (without AA-7 Attachment).....	12.00
38	AA-5	Motor Lift Hooks—Ford.....	5.50
36	AA-6	One-Man Tow Bar—Fordson.....	20.00
36	AA-7	Attachment for AA-3 Tow Bar.....	2.50
38	AA-8	Front End Lift Hooks—Universal.....	10.00
22	AB-5	Dixie Front and Rear Axle Repair Stand—Universal.....	60.00
23	AB-10	Front and Rear Axle Repair Stand—Universal.....	35.00
25	AB-11	Axle Repair Attachment Only for AC-10 Ford Motor Stand.....	15.00
25	AB-12	Combination Axle Repair and Ford Motor Stand.....	42.50
25	AB-13	Combination Axle Repair and Ford and Fordson Motor Stand.....	55.00
20	AC-3	All-Position Motor Stand—Ford.....	48.50
26	AC-5	Motor Bench Clamp—Ford.....	25.00
26	AC-6	Motor Bench Clamp—Chevrolet.....	25.00
21	AC-9	Three Position Motor Stand—Ford.....	40.00
24	AC-10	Motor Repair Stand—Ford.....	27.50
25	AC-11	Fordson Attachment for Ford Motor Stand No. AC-10.....	12.50
24	AC-12	Combination Ford and Fordson Motor Repair Stand.....	40.00
32	B-1	Wheel Puller—Ford—Chevrolet "490".....	3.50
32	B-2	Wheel Puller—Ford Truck—Chevrolet "Superior".....	3.50
35	B-4C	Adapter for B-10 and B-11 for Pulling Ford Drive Shaft Sleeve.....	2.50
29, 35	B-7B	Combination High Speed Gear and Drive Pinion Puller—Ford.....	6.00
32	B-8	Wheel Puller—Overland.....	3.50
35	B-9	Front Wheel Bearing Cone Puller—Ford.....	5.00
35	B-10	Universal Utility Gear Puller—3 Fingers.....	6.00
35	B-11	Universal Utility Gear Puller—4 Fingers.....	7.50
32	B-12	Rear Axle Sleeve Puller—Ford.....	7.00
32	B-13	Rear Axle Sleeve Puller—Ford Truck.....	9.00
32	B-14	Spring Perch Pusher—Ford.....	4.50
29	B-16	Clutch Disc Drum Puller—Ford.....	1.50
31	B-20	Bushing Extractor.....	6.50
33	B-40	*Wheel Puller—Universal.....	3.00
27	C-2	Conn. Rod Aligning Jig—Ford and Fordson.....	35.00
31	C-8	Cylinder Front Cover Gauge—Ford.....	3.50
15	C-9	Bearing Cap Fitting Tool—Ford.....	8.00
15	C-10	Bearing Relieving and Chamfering Tool—Ford.....	2.50
16	C-11	Bearing Filleting Tool—Ford.....	7.50
16	C-12	Ford Bearing Tools, Set of C-9, C-10 and C-11 in box.....	18.00
26	D-3	Piston Vise—Universal.....	7.50
29	E-1	Transmission Drum Clamp—Ford.....	7.00
29	E-2	Transmission Band Holding Clip—Ford.....	.25
29	E-3	Transmission Band Wrench—Ford.....	3.25
36	E-4	Emergency Wheel Clamp—Ford.....	10.00
36	E-8	Emergency Wheel Clamp—Ford Truck.....	18.00
37	F-1	Surface Plate (8 x 10 inches).....	9.00
37	F-2	Surface Plate (12 x 16 inches).....	15.00
34	H-1	Cap Radiator Test Plug—Ford.....	2.00
34	H-2	Outlet Radiator Test Plug—Ford.....	1.50
34	H-3	Inlet Radiator Test Plug—Ford.....	1.50
34	H-4	Set of Radiator Test Plugs (H-1, H-2 and H-3)—Ford.....	5.00
		Extra Set Rubbers for H-2 or H-3.....	.75

*Special Discounts to Jobbers on these items.